

Maclean's

A close-up portrait of Benoit Bouchard, the Transport Minister, smiling slightly. He has dark hair and is wearing a dark jacket over a light blue shirt. The background is blurred, showing some red and blue elements.

THE
STORY OF
'CHRISTINA'

WILL HE STOP THE TRAINS?

TRANSPORT
MINISTER
BENOIT BOUCHARD





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CANADA'S WEEKLY NEWSMAGAZINE AUGUST 21, 1987 VOL. 102 NO. 34

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COVER

DERAILING VIA'S TRAINS

Many Canadians have an occasional attachment to the transportation railroads that helped to build the country. That vision Transport Minister Donald Ross (left) has to decide, probably by next month, which of Via Rail's money-losing routes have to be abandoned if the government-run passenger train service is to operate within its severely reduced budget. — 18

BUSINESS

THE MARKETS' NEW OPTIMISM

Consumers, expecting that the much-anticipated recession may not be as sharp as previously predicted, are continuing to spend, and leading analysts say that is one of the main reasons why the New York Stock Exchange had soared to the record levels it reached before Black Monday. — 26



FILMS

PRAIRIE SAMURAI

East is meeting West with pomp and pageantry on Alberta's Stampy Island in Riverton, where Japanese filmmakers are shooting a \$47-million battlefield epic set in the 1860s century. Thousands of local residents portray samurai warriors in the movie—and hundreds of local horses are also getting into the picture. — 44



COVER PHOTO BY GARY FORD

COVER STORY BY GARY FORD



A Tyranny Of Decisions

The tyranny of small decisions is about to claim another victim—the country's passenger train service. Individual choices, reached in ignorance, have made it almost certain that the rails will suffer severe reductions in service as the Conservative government slashes subsidies to the increasingly costly operation. Over decades, Canadians who once used the railways as a matter of course gradually turned to other forms of transportation. The railways, faced with a dropping passenger count but forced by government to maintain many unprofitable routes, then began letting services decline. And the passenger train became a relic.

Had any one of the individuals who decided to stop using the train over the years realized that his choice was a tiny part of a far larger nationwide decision, use of the rails would almost certainly not have declined so dramatically. But the process is now irreversible. The best that can be hoped for is that Ottawa will have the political courage to allow Via Rail to cut the hundreds of passenger lines that are not profitable and modernize the ones that are, as Europe and Japan are now doing. Otherwise, the entire system will eventually disappear. For the moment, at least, who spent many miserable moments driving uptown and pulling into the old CNR, that would be a tragedy.

Madhu Bhatia Cited Glen Allen rode the *Adloner* from his home in Montreal to prepare the cover story (with help from *Maclean's* Reporter Ann MacGregor). Allen pointed out that the railways could also be protected and used more intensively as a tourist attraction. Said Allen: "I met one passenger who told me that he used to go north for his vacation. Now he takes a train trip on Via itself, and he confessed that, apart from the fact, this is as good as a cruise to the West Indies."



Allen (left), MacGregor: a need for political courage to modernize the profitable lines

Kim Wylie

Maclean's

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BACARDI STANDS OUT IN THE DARK.

SAVOUR THE EXCEPTIONALLY SMOOTH TASTE OF THE CARIBBEAN. BACARDI DARK RUM.

LETTERS

VIEWS MISREPRESENTED

In "The final appeal" (Canada, Aug. 14), my views and those of the National Action Committee on the Status of Women were misrepresented. The text believes that abortion of whatever stage of pregnancy should be a matter of free choice for a woman and that the solution to conscience should be late abortion in full access to early abortion. Rather than focusing on the tiny number of women seeking a late abortion after 20 weeks (less than 0.5 per cent), the federal government should be using its powers under the Canada Health Act to force provinces to provide full access. I do not feel uncomfortable with Charles Daigle's decision to have a late abortion. I told your reporter that only Daigle's feelings were important and that it would be terribly unjust if the courts used her late stage of pregnancy against her, given that they had forced her into this situation to begin with.

Judy Bickel

Provincial Rights Committee,
National Action Committee on
the Status of Women,
Toronto

UNFOUNDED ALLEGATIONS

Congratulations to Markson and John Benbow for setting the record straight ("A summer triumph," Theatre, July 10). Clearly, the Canadian Jewish Congress had nothing to do with changes in this year's Stratford Festival production of *The Merchant of Venice*. Nonetheless, irresponsible media propaganda as untruth and seriously threatened the name of the congress and the Jewish community. Worse does not go for referees when such unfounded allegations are carried on front pages across the country.

K. L. Masley
Toronto

NO BUNKER MENTALITY

I read Allan Fotheringham's column ("A bunker mentality in New Brunswick," July 20) with measurable interest. Since writing that piece, no doubt Fotheringham is now aware that New Brunswick has no interest in having an unemployment banker, much less in being the grateful recipient of federal largesse for such a

CORRECTION

A story in the July 10 issue erroneously reported that Robin Phillips, who was started in director at the Stratford Festival from 1974 to 1980, had contributed to the organization's deficit. In fact, when Phillips left the post, the festival enjoyed a surplus.



Daigle: 'a matter of free choice'

project. Far from "misusing" the government of Canada into paying for it as suggested in the column, we stated our opposition very plainly, and the federal government has now put the project on hold. Let me take issue with one of Fotheringham's more famous remarks: he reported that there actually are 200 people worth serving in New Brunswick. In fact, New Brunswick has 718,523 people worth serving. To say that the entire article was based on myth and misrepresentation, however, would

be false. Fotheringham does make an accurate point when he notes that perhaps the rest of the country has been "understanding" old N.B.'s all these years. Slow tour.

Robert Stuenkel,
Minister of Municipal Affairs,
Providence

A RESPONSIBLE INDUSTRY?

What an education into the daily world of "free enterprise" ("Media Wars," Comment, July 17). Fortunes are created and power exercised, so that fewer may control the marketplace and—in the case of the new media—the mood of the average person, to again increase the profit of the wealthy bourgeoisie. What do these captains of industry contribute in return to the well-being of the industry that allows them the privilege to operate their various schemes? Are they acting as responsible corporate citizens, at a time when the country is suffering from huge deficit? Is it ironic that billions of dollars can be made by a few, while the majority is getting poorer?

Rebel Donoh,
Medicine Hat, Alta.

Letters are edited and may be condensed. Writers should notify their address and telephone number. Also, complete details in Letters to the Editor (Markson) suggesting *Mythical News* July 177 Day 3, Toronto, Oct. 9/89 (A).

PASSAGES

DIED: George Ignatieff, 75, one of Canada's leading post-Second World War diplomats, of a heart attack in Sherbrooke, Que. Ignatieff—who served seven prime ministers from William Lyon Mackenzie King to Brian Mulroney—was the son of several immigrants who fled to England after the 1917 Russian Revolution, later settling in Canada in 1925. He joined External Affairs in 1940 at the urging of Lester Pearson who—as prime minister in 1950—appointed him ambassador to the US. A strong supporter of free trade, Ignatieff was in 1984 named Canada's ambassador to the Soviet Union. His memoirs, *The Making of a Passageway*, were published in 1985.



DIED: Robert Bruce-McPhee, 67, the founder and editor for 25 years of *Le Monde*, France's most respected foreign-language newspaper, died in Paris June 10, 10 days after suffering a stroke. His son, Charles de Gaulle, asked Bruce-McPhee to start *Le Monde* after the liberation of France in 1944, when other papers were shut down for being tainted by the Nazi occupation. He remained editor until his retirement in 1969.

DIED: Journalist James Markham, 48, *The New York Times* Paris bureau chief, apparently of a self-inflicted gunshot wound at his home. One of the paper's senior correspondents, Markham joined the *Times* in 1971 and was about to take up new duties as deputy foreign editor in New York City.

HONORIFIED: U.S. army Gen. Colin Powell, 53, as chairman of the joint chiefs of staff, America's top military officers, by President George Bush to replace Admiral William Crowe Jr., who is retiring. Powell, the son of Jamaican immigrants, would become the youngest, as well as the first black, chairman of the joint chiefs—as expected—he is confirmed by the Senate. He joined the army in 1964 and served two tours of combat duty in Vietnam, where he won a Purple Heart for pulling troops to safety after their helicopter crashed and burned.

SENTENCED: Heavyweight boxing champion Mike Tyson, 23, to pay \$350 in fines and to conduct three years' release after pleading guilty to two speeding charges, in St. Albans, N.Y., traffic court.

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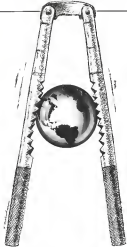
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OPENING NOTES

Larry Zolf takes artistic licence, Andrew and Sarah shop Canadian, and Cornelia Guest defends her crown

SUMMERTIME SIDE TRIP

According to the official news release, the trip had a single political purpose. But when Energy Minister Jacob Lefebvre visited Bolivia last week to represent Canada at the inauguration of that country's president, Jaime Paz Zamora, he made an unofficial visit to a group of Bolivians with whom he shares a special tie. After attending the inauguration ceremony in La Paz on Aug. 6, Lefebvre found time to fly to the city of Santa Cruz, where he met with several representatives of that region's 11,000-member Mennonite community. Lefebvre grew up in the southeastern Manitoba town of Struthers, which was settled in 1874 by Eastern Mennonite immigrants. And Lefebvre's father, grandfather and great-grandfather were all Mennonite preachers. Still, on claim to Lefebvre that the main purpose of the minister's publicly funded trip was to pay respects to the new Bolivian president and to meet with members of his cabinet. Some ministers find it convenient to combine the personal and the political.

Lefebvre is presidential inauguration and Mennonite connections



By AP/Wide World

Building a bridge to the future

In the past six years, unemployment in Buffalo, N.Y., has plunged to 5.1 per cent from 13 per cent. And, according to several Peace Bridge that joins Buffalo to Fort Erie, Ont.—a concrete effort to address an increasing rate of exchange

Peace Bridge that joins Buffalo to Fort Erie, Ont.—a concrete effort to address an increasing rate of exchange



Peace Bridge: Canadian companies and property

RUMORS OF A ROYAL RETREAT

When Andrew, the Duke of York, arrived in Charlotte-town last month with his wife, Sarah, for their second Canadian tour in two years, he told the waiting crowd, "We feel as if we are coming home." Now, rumors are swirling that the couple is planning to buy a Canadian residence, possibly in northern Saskatchewan—one of their favorite overseas get-aways. Adding to the speculation, one of the Duke's Canadian tour officials, who requested anonymity, said, "They think this is the perfect place to live." A prince's cottage is his castle.



Brett Johnson, centre, about the introduction of nudeistic steroids

COURTING A SQUEAKY-CLEAN IMAGE

Their sport demands a winning combination of skill and strength, and it's no wonder several former professional tennis players have taken up weightlifting to increase their performance on the court. And following the second surviving Canadian sprinter, Ben Johnson's use of steroids at last year's Summer Olympics in Seoul, there is renewed interest in the explosive advantages of many of today's top stars. Indeed, such supporters of the sport as Chris Evert have recently

expressed concern about steroids in women's tennis. And last week, in the world's top pro prepared for the Player's Last Challenge—a take place in Toronto later this month—officials of the International Tennis Association in Miami confirmed that they will soon begin random drug-testing—probably by the end of 1989. Said spokeswoman Kathy Jordan, "The concern was at the Olympics have put us in a position where we have to act." Few athletes dispute the rule.



Danchester-Conservatory building: practical matters

The politics of business

The move appeared to be a clever maneuver aimed at raising a price piece of corporate real estate of substantial proportions. In 1987, representatives of Montreal's Danchester-Conservatory building, which houses the Quebec headquarters of the Canadian Imperial Bank of Commerce, made a leasing application to the City. The 45-story building is located on the corner of Peel Street and René-Lévesque Boulevard—formerly Danchester Boulevard, until being renamed after the death of Quebec's former premier. When the leasing request—which had also involved an address change—became public last last month, many Montrealsers speculated that the building's owners had wanted to rename Lévesque's name because of his separatist policies. But, according to development consultant James Sides, there was a more practical motive. Sides told Maclean's that architects had considered closing the René-Lévesque entrance for structural reasons. But he added that they had since reversed that decision—and that pragmatic considerations had again prevailed. Said Sides, "It is the only intersection where lanes can park. The bank did not want to inconvenience those customers." A good banker always takes account of the customer's needs.

Finding good help in L.A.

It is as exclusive a quarter, safe from the crime of nearby Los Angeles, but the so-called Platinum Triangle—which includes Beverly Hills, Bel-Air and Holmby Hills—has become home to a new kind of attack, which locals call mold-couping. Faced with a shortage of good help, many of the area's richest families have been hiring away one another's housekeepers with school tuition, car insurance and poverty suits. Disclosed local clothing store owner Herbert Pink: "It is easier to get new friends than to get a good housekeeper." Keeping house is hard when keeping servants is impossible.

DANCE OF THE GADFLY

In his three earlier books, including the 1973 work, *Dance of the Malefic*, the TV producer Larry Zolf focused his barbed wit on Ottawa's political elite. But in *Jeopardy for Sale*, due for release in September, Zolf turns his sights inward, to the influences that have shaped his own editorial personality. The result is what Zolf terms a "National biography." In which the characters are competitors of people who have affected him. Zolf says that he spoke up the director of his own letter, for one, with aspects of fiery Ottawa journalist Dalia Hay and financier Conrad Black. The result, says Zolf, is a character whom Zolf describes as "more passionate and hard-headed than my real father." Fiction can be stronger than truth.

WAR OF THE DEBUTANTES

They live 4,000 km apart and have never met, but two of the most high-profile young women ever to enter the American social calendar are about to clash as "debutantes" in a war for the hearts and minds of their fellow socialites. Last August, the two women agreed to a social media in New York City because Sarah Palin, 25, whose family lived of the Borden Co. dairy empire

In recent weeks, Palin has issued two party invitations in which she has attacked the reputation of her Augustan socialite cousin, 24, who has also questioned Gossel's claim to the title "debutante," which Gossel made in her 1996 book, *The Debutante's Guide to Life*. Originally discussing *Warfare's* attack as "insulting," Gossel's lawyer, Richard Gossel, announced last last August that his client is considering suing Gossel for libel. Competition in the Midwest of the rich and famous



Gossel's connections

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ANOTHER VIEW



The elements of surprise

BY CHARLES GORDON

Thoughts as the tyranny of technology began when the Montreal Expos ran around on the radio and encountered the unsatisfactory sounds of a rain delay. There was the absence of crowd noise, a conventional time crisis but, thirty desperate, as the announcers faced the terrifying prospect of running out of things to say, and as they looked into the skies and recognized the terrifying prospect of the rain continuing.

The exposure was nothing new for the Expos, who had lived through rain delays before. Except for one thing: the Olympic Stadium in Montreal had a roof. The roof kept the rain out. The team could play in any weather conditions.

What was going on? It would take a while to know. The announcers that led in a sport who were brought in talked about how things went in the more leagues—a rare conversational sign of a rain delay. The Triple-A team was doing well, they'd just brought up a shortstop from Double-A. After a few minutes of that, the rain delay was explained. A storm, but suddenly appeared. The park, which had been built off the day before in honor of good weather, was not yet back on because the weather office had announced only a 10-per-cent probability of rain. The roof was off, the rain was coming in, the winds were too high to put the roof back on, the field had to be reseeded with a tarp for the first time since 1980, the pitcher couldn't warm up and the announcers were telling time taking about Double-A. In an instant, discussion would turn to the instructional leagues. Technology had failed on again.

We think we're in an arena, establishing the probability of rain, building these contraptions to control the elements. Montreal's stadium has a roof that lifts off, like a hardcover pulled up by a string. Toronto's stadium has a roof that rolls away and seems to disappear into a shelf. We think that, with these things, we can convince the elements that it's baseball weather.

Charles Gordon is a columnist for The Ottawa Citizen.

or, no matter what. But the elements will find a way. They will punish us for the sin of denied gods.

In Toronto, where the roof-bellied-roofed retractable roof of the SkyDome was first made to cover the middle of a stadium, the first crowd, which was extremely there to watch a baseball game, stood and cheered as the Blue Jays had just won the World Series, or in a victory over New Germany had just been declared. We never heard such cheering. And what they were cheering was the roof, which closed overhead, until it finally stopped the rain from coming in—except where it leaked.

We will pay for our trust in such devices. Just watch. Not only baseball traditionalists think so—the kind of people who think baseball cannot exist without sunbaked, natural grass and sacred wind. When that baseball is involved. Spontaneously involved surprise, and people who value these are also natural enemies of the rain. What the roof does is make it possible to play everything, to take away that element of surprise. But surprise and spontaneity are what make life interesting.

The rain delay is both unexpected and full of the unexpected. In Montreal, as the rain delay entered its second hour, one announcer began

talking about whether anybody would leave Joe Dabkowski's 56-year-old streak, another thought. Now Ryan's streak would be harder to surpass. Without a rain delay, the conversation could not have happened. Without rain delays, a lot of great baseball conversations would never have happened.

In life, as well as baseball, great conversations spring from unexpected events. As a stadium is increasingly built, the lights go out at night, a long shot was the rain, since late in late April. It is something to talk about, something different. In baseball, rain delays produce, as well as conversation, postponements, and postponements make doubleheaders, the doubleheaders being necessary to make up for the missed-out games. Doubleheaders are glorious, unexpected moments of baseball, turning six hours in the stadium (where we've slept), listening to the much better than any baseball today in eastern, western, children in baseball caps asleep and a great time being had by all.

Without rain, there is no doubleheader. When the Blue Jays and California played in mid-July doubleheader in Toronto, mention was made of the fact that it might be the last doubleheader ever to be played in Toronto. The SkyDome would have postponements. The team would be able to stick to the schedule. The schedule would be drawn up without any thought of postponements.

A violation roof allows that, makes life predictable and planning reliable. Even a 90-per-cent probability of precipitation can be laughed at. Having a stadium roof is like having an office computer that never goes down, power that never fails. That is not a theory, but grindingly dull in practice. When the office computer goes down and no one can work, the office is assigned. People, unexpectedly free of the ability to work their jobs, laugh and talk. When the crash lands, they go down to emergency, in fact other means of getting the work done. They are challenged and tested. When they return to their homes, they talk about the computer going down as the most interesting thing that happened all day. When the lights go out at night, people are forced to talk to each other, to co-operate in a way against the dark. They will remember doing it, in a way that they will never remember a day that went off like clockwork and the ones turned on to cook the meat automatically.

Having a stadium roof is like having in a climate where it seems that people never get a dry's people from playing golf. It goes without saying that there are people who like to play golf every day and are mightily annoyed if it never appears, even if it is only once every two months. There are also people who look out at a rain when the computer goes down, or the lights go out, or lunch fails to be at 12:30.

There is a dazed stadium of the mind that too many of us are carrying around. We are trying to play everything in sight and are losing any ability we might once have had to go with the flow. Perhaps, there's no flow any more, because the roof keeps it out. It is a wonderful thing to say that into such lives some rain must fall.

ABORTION AGONY

CONTENTIOUS ISSUES REMAIN TO BE RESOLVED AFTER THE TOP COURT'S DECISION

The clock on the wall facing the bench of the Supreme Court of Canada read 3:35 when Richard Gosselin appeared that something dramatic was about to happen. As the principal lawyer for the Campaign Life Coalition (Gosselin was in the Ottawa courtroom to argue that the Supreme Court should uphold a Quebec court's decision preventing 21-year-old Chantal Daigle from having an abortion. The new justices had been waiting since 2 p.m. for Justice Richard, Daigle's lawyer, to return for the afternoon session of the court's extraordinary sitting. "You can be late for your own funeral, but you cannot be late for the Supreme Court," Gosselin said later. "If they get mad at you, there is nowhere else to go." And, he recalled, he turned to a colleague and commented, "The only questionable reason this guy is not here is that she had the abortion." Just five minutes later, Richard entered the courtroom and, in a room hushed with tension, told the judges that Daigle had indeed already aborted her 22-week-old fetus. The situation was therefore moot, Justice Brian Dickson to adjourn the court for consultations with his colleagues. But, later that day, the nine justices returned to the chamber where they unanimously overturned the rejection inquiry.

After her abortion in a Boston clinic on Aug. 1 and just weeks' Supreme Court verdict, Daigle's personal ordeal may be coming to an end. But the long-term impact of her case is not clear. Through Canadian courts she has been clear. For one thing, the Supreme Court judges did not state their reasons for lifting the injunction—originally granted on the grounds that the fetus has rights as a distinct human entity—said are not expected to do so for several weeks. Even when they do, many observers believe that the court will refrain from ruling



Daigle (left) with lawyer: 'I will never forgive her. She will pay one day.'

on the highly contentious issue that lies at the heart of the abortion debate: how to reconcile the rights of the fetus with those of women. In the past, the court has said that it will not address that issue until Parliament enacts a law governing abortion. A select group of Conservative cabinet ministers was meeting last week to try to draft legislation that could shield a pro-life group of guaranteeing the support of a majority of men.

But activists on both sides of the emotional abortion debate were quick to offer their own interpretations of the ruling. Sen. Morris Scott, now president of the Canadian Abortion Rights Action League (CARAL), "Other men would be quick to try to seek satisfaction. The crisis situation has been exaggerated by the attention focused on this case, and we will continue to insist that there is no need for

an abortion law." In fact, the country has been without abortion legislation since January, 1988, when the Supreme Court overturned the previous abortion law, and non-abortion activists said that they would step up their pressure on politicians in Ottawa and the provinces for legislation banning abortions. Sen. James Hughes, president of the Campaign Life Coalition, "Brian Mulroney was trying to get the Supreme Court to do his dirty work as he could come out smelling like a rose. Now the court is going to bring the ball back into his gut, and he will finally have to make up his mind about the political ball."

For Daigle, 21, a former Montreal secretary, the justice of the abortion debate had already been whipped by her private decision. Since July 3, when her former fiancé, Jean-Guy Tremblay, 25, first was an injunction from a Quebec lower court blocking her from having a

planned abortion, Daigle's pregnancy had progressed to the point at which waiting for the Supreme Court ruling was threatening to take her past the stage where she could have an abortion without risk to her life. Last October, a judge and co-ordinator of the Montreal Women's Health Centre who helped arrange the abortion, told Mulroney that by the last week of July, when the Supreme Court announced her request for an appeal, Daigle finally lost patience. As quoted in a French-Canadian tabloid, Daigle said she had the abortion because she was "afraid the Supreme Court would say I had the baby I did not want."

At the time, Daigle was staying in hiding at a camp ground, said Louise Chiche, another of her lawyers. After watching television reports on July 27 of 16,000 activists marching in downtown Montreal on her behalf, Daigle called the Montreal clinic and told she wanted to have the abortion. "She said as she was not happy about having to break the law," said Gosselin, "but she was not ashamed at all—she wanted the abortion." With that, Gosselin and Marie-Pierre Levesque, another Montreal co-ordinator, made the arrangements to drive Daigle 400 km to a clinic in Boston. On Aug. 1, the day that the Supreme Court agreed to hear her appeal, Daigle—who had dyed her hair and crossed the border using an assumed name—had her 22-week-old fetus aborted. The abortion was paid for out of an \$8,000 fund raised for Daigle by her supporters.

Daigle remained under medical supervision in Boston for three days. And even after returning to her mother's home in St-Ouen-de-Rochelle, northeast of Montreal, Daigle withheld the news of her abortion from her parents. Years later on the morning of August 7, just one day before the Supreme Court ruling, Quebec's provincial police advised Quebec Justice Maurice Gauthier that they had a report that Daigle had recently had her abortion. According to police spokesman Richard Poth, someone had tipped off police, but he refused to say who. Gosselin, for his part, said that clicking wires during phone conversations in the past few weeks made her suspect that the Montreal clinic's telephones may have been tapped.

Daigle's knowledge of Daigle's abortion, the Quebec government did not immediately inform the Supreme Court or other concerned parties. Nor until the launch break on the day of

the hearing did Jean Gosselin, a Quebec government lawyer, tell Daigle's lawyer, Richard Chiche, of her decision. "It is a trap that the Quebec government did not tell us, consider their what they knew. I suspect that they suddenly became worried that the court would split the justices, and then they wanted the abortion out so that the court would abort the appeal."

According to Chiche, Daigle was anxious at Daigle when he learned of the abortion that he considered not allowing the court to continue judging the case. When he did arrive, he

for the afternoon session, he apologized to the court for Daigle's action. At that point, the nine Supreme Court justices adjourned for 30 minutes before deciding that they, too, would allow the proceedings to continue. Later that afternoon, after hearing also passages and deliberation for 58 minutes, the court let out with the acquiescence. The ruling outlined Tremblay, who would further accuse "Chantal did not kill my child, but our child, and for that I will never forgive her," he said. "It is a matter she committed, and she will pay one day."

Later that afternoon, a distraught Daigle called Chiche from her mother's home and complained that the media surrounding the house had made her very uncomfortable. "She was crying and said she had been hiding in her mother's closet because of the cameras outside." That night, Chiche spent her only time on the house and drove Daigle to a downtown Montreal hotel, and they walked along trendy Crescent Street wearing "Chantal was like a child, so happy to be able to walk in streets and see people again," said Chiche. The next day, Daigle and Chiche drove to Ottawa where she met with her lawyers and arranged two exclusive interviews on with the British tabloid, The Mirror. Several, which paid her an undisclosed sum for the privilege, and the other with a reporter from the Cbc's French-language service, Radio-Canada.

By defying the Quebec injunction, Daigle may have let herself open to charges of contempt of court. But there were doubts about whether such action could proceed in light of the Supreme Court's clear ruling. Meanwhile, the abortion law remains in force until the court's decision to Parliament Hill where the Tories are desperately trying to find a legislative formula that will let the legal world contend with

National Notes

DYE'S BOTEK

The Supreme Court of Canada upheld a Federal Court ruling preventing former General Kenneth Dye from using cabinet documents related to Prime Minister's 1975-1976 interview with the *Playboy* magazine. The court ruled that Dye had no recourse to seek documents after being indirectly accused by Prime Minister Brian Mulroney and the previous Liberal government.

SILENT WITNESS

A Montreal woman who testified at a hearing sitting at The Law and Order Centre, Justice Johnson for contempt after he refused to testify about his intimate affairs with those men at the time of the murder of Greg Lambert, Helen Betty Johnston in 1975. Johnston was killed on a charge of being a common prostitute after he admitted to having consensual sex with five partners without telling them that he was an AIDS carrier.

JAILING OF AN AIDS CARRIER

Gregory Sennars, a 24-year-old Calgary man who is infected with the AIDS virus, was sentenced to six years in jail on a charge of being a common prostitute after he admitted to having consensual sex with five partners without telling them that he was an AIDS carrier.

LIMITING DEBATE

Saskatchewan's Conservative government moved legislation for the first time in the province's history, to end a filibuster by the opposition New Democrats against a bill to privatize the Potash Corp. of Saskatchewan. The eleven motion limited members to 20-minute speeches and debate to four noon days.

A MISTAKE IN THE COURTS

The Federal Court has issued a request by the Alberta environmental group, Friends of the Oldman, that it halt construction of a \$152-million dam on the Oldman River. The court rejected the request by the environmental group's lawyer that a construction permit issued by the provincial government was invalid because it was not approved by the federal environmental minister.

THE BISHOP SPEAKS

Most Rev. Colin Campbell, Roman Catholic bishop of Kelowna in Kelowna, B.C., issued a statement of protest when he said that some of the alleged victims in a sex scandal involving charges against 14 priests and lay Catholics in Newfoundland may have been girls in religious communities. He said that some of the boys who were abused "could have said, 'No, thank you very much.'"

the Supreme Court ruled that the previous legislation violated women's constitutional rights in restricting abortion. In that atmosphere, the activists opposed to abortion under any circumstances, who call themselves pro-life, seemed to step up their lobbying efforts aimed at getting men to support a total ban. Among their tactics: encouraging men to wear a graphic five-minute video of an abortion.

On the other side of the well-oiled lobbying battle, those favouring unrestricted access to safe abortion services, self-applied as pro-choice, also continued their crusade at the provincial level. The province's legal challenge to the ban in Nova Scotia, where CAML is conducting a new provincial law that bans private medical services. The law's critics claim that the government's real intention is to ban private abortion clinics, such as the Halifax clinic opened this year by Dr. Henry Morgentaler, who already runs clinics at Miramichi, Sherbrooke and Winnipeg. "That clinic is not yet opening—it is currently offering counselling and making referrals—and supporters complain that some women in Atlantic Canada have been forced to hitchhike to Montreal in order to get an abortion," said Anne Derrick, Derrick's lawyer. "This has national implications. If Nova Scotia succeeds, other provinces can work to copy it." The opponents of the clinic defend the law. "We support anything that will keep Morgentaler out of Nova Scotia," said Rev. J. B. Christensen, a spokesman for the Nova Scotian United Life. "People are getting fed up. They have been telling us in recent days about where to bring their donations."

Despite the obvious passions stirred up by the debate, the government is more likely to seek a middle-of-the-road solution. Privately, senior Tory planners continue to indicate that the government will have legislative proposals on the recommendations of the Law Reform Commission of Canada. Last April, the commission suggested minor alterations early on in the early stages of pregnancy and for more restrictions after 20 weeks, when the fetus is close to the stage of medical viability—when it can be kept alive outside the woman's body. Justice Allan Rock, president of the commission, "Let us not forget that the most of the country is not divided by the rift between abortion providers and religious groups. Most of us live in the middle and are saying to the government, 'Please find a fair solution.'"

But other observers caution that not even a new federal law will end the controversy. Said Stephen Shio, a professor of constitutional law at McMaster's McGill University. "The province still has more jurisdiction in this matter, and you have seen this all and all litigation. The great suits never go away." Indeed, while Chantal Daigle's own case may have passed, Canadians were still far from resolving their divisions over abortion.

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BRUCE WALLACE and LISA VAN DUSEN in Ottawa with GLEN ALLEN in Halifax

Campaigning in Quebec

Bourassa tries to cash in on his popularity

Entering last week from the news conference at which he announced that Quebecers would go to the polls on Sept. 25, Premier Robert Bourassa came face-to-face with his main adversary, Parti Québécois leader Jacques Parizeau. Under the terms of the 1995, the two leaders greeted each other privately. Bourassa, relaxed and smiling, wished Parizeau a happy 50th birthday and good luck in the campaign. Then, after a short chat, the two men parted company—and

also-spreading rumours originated from Bourassa's cabinet is pointed against the government's language policies.

Indeed, Bourassa's problems with the province's anglophones—numbering approximately 175,000 in a provincial population of 6.7 million—may be a significant issue in the campaign. Many English-speaking Quebecers will have not forgotten the premier for shunning a 1985 campaign promise to allow bilingual outdoor signs. Instead, last December his government passed Bill 176, which banned the use of languages other than French on outdoor commercial signs and strictly limited the use of English on doors. But although the majority of Quebec anglophones do not support the PQ, at least some do.

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connect voters to give his party a second consecutive mandate. Since the Liberals defeated the PQ in 1985, the premier has averaged four years of power exceeding four per cent annually—compared with 3.9 per cent for the PCs while Bourassa in the province has grown by an average of 35 per cent since 1985, and the Liberals take credit for creating 233,000 jobs in the same period. Still, unemployment in Quebec is at a historic high of 11 per cent—well above the national average of 8.7 per cent. Many English-speaking Quebecers will have not forgotten the premier for shunning a 1985 campaign promise to allow bilingual outdoor signs. Instead, last December his government passed Bill 176, which banned the use of languages other than French on outdoor commercial signs and strictly limited the use of English on doors. But although the majority of Quebec anglophones do not support the PQ, at least some do.

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Still, Parizeau provides over a party that remains largely divided between militant separatists and those who favor the moderation of former leader Pierre Marc Johnson. Parizeau also believes the government should contribute to the election success of PQ premier René Lévesque, who died in 1987. Said former PQ policy adviser Jules-Paul Vade: "This time around, the strategy is to get to help the PQ alone." Indeed, the Liberals, who have been showing increasingly substantial losses in recent elections, have clearly moved into the PQ's tent.

Bourassa's Liberals stood fast against anglophone language demands only last week they announced their party plan to display Quebec's fleur-de-lis symbol prominently.

If Bourassa wins next month's election, one of his first tasks will be to continue New Brunswick and Manitoba to join the other provinces in endorsing the Meech Lake constitutional accord before next June's deadline. Bourassa, roles said, will seek a renewed election victory as a reward mandate to stand firm on the accord. For that reason, the federal government, too, would welcome a strengthened Liberal majority in the 125-seat assembly—which has three new seats due to redistribution.

At dissolution, the Liberals held 96 seats compared with 29 for the PQ, one independent and four vacant seats.

But the Quebec-Ontario alliance on Meech Lake does not appear likely. Indeed, the opposition is facing the problem of finding a deposit site for the thousands of litres of PCBs of still sitting in St-Basile and for toxic waste stored elsewhere in the province. Some of these wastes were to have been buried at disposal sites in Brown, but, last week, parliamentarians turned away from a waste shipment because of environmental concerns in Brown (page 42).

Parizeau, meanwhile, demonstrated swiftly that he intends to wage an aggressive campaign in his first term as leader of the separatist party. On the day of the election call, he urged the Liberals for their failure to solve the problems of unemployment, health and social services, labor unrest and the environment. Parizeau also called for a more aggressively promote the PQ's own set of a series of

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Congress: an embarrassing start for an Anglo Liberal

Bourassa (left), Parizeau's potential obstacles, including controversy over toxic waste

BRUCE WALLACE and LISA VAN DUSEN in Ottawa with GLEN ALLEN in Halifax

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A looming tax revolt

'There will be a tidal wave of objection'

Finance Minister Michael Wilson may never have heard of Roberto Baldoia—but he can count on hearing from her soon. Baldoia, an Ottawa piano teacher, was one of thousands of Canadians who registered outrage last week when Wilson released the details of a non-exempt tax on almost all goods and services, including many things that are now tax-free. Among the currently exempt services that will be included: music lessons. Minutes after Baldoia learned of the proposal, which is to take effect on Jan. 1,

she contacted to going ahead. "And he would not guarantee that the GST rate will not rise past nine per cent in the future."

The measures, which Wilson first announced in broad detail in 1987, would amount to the most sweeping tax change in a generation. Only a few items would be free of the tax, notably charges for basic groceries—for which Wilson offered no clear definition—day care, most residential rents, financial services, radio, certain health care and armaments drugs. Overall, the levy would apply to almost twice as



Toronto stereo store claims of arbitrary pressures from a new sales tax

1981, she began phoning fellow music teachers from Calgary to Knoxville, U.S., discussing ways to fight the tax. Declared Baldoia, "Wilson may know about finance, but he doesn't know a thing about piano education. We are not going to stop until we are heard." Indeed, the goods and services tax (GST) touched off a debate that may dominate the Conservative government's second term in office as much as the free trade debate did its first.

It will also be legislatively divisive. Hours after Wilson released a 175-page paper outlining details of the tax, many business leaders, provincial treasurers and conservative clerics said it will drive up inflation and confuse consumers. Two members, they are, have already—Alan Kelly and David Kilgour—vowed to join the fight against the tax. Still Kilgour, "If the government pushes this through, it will be political suicide. There is going to be a tidal wave of objection," he said. Wilson said that, in order to reduce the budget deficit and make the Canadian economy more competitive, "we

must purchase to meet the current federal sales tax, first placed in 1984 on goods made in Canada. The federal sales tax is a hidden charge now ranging from one per cent to more than 13.5 per cent."

The GST is a complex tax, and it should lead to lower prices for some manufactured goods, such as cars and trucks, now taxed at the full 13.5 per cent. The GST would also apply to sales of new houses, but that may have less effect on prices than many consumers feared. For one thing, finance department officials estimate that the current federal tax on building materials, which would disappear, adds at least four per cent to the price of the average house. As well, Wilson proposed to give back half of the GST paid, or 4.5 per cent, on any house costing less than \$200,000—which would apply to 90 per cent of all houses sold in Canada and most of those outside of Toronto and Vancouver.

Still, the changes would create higher tax bills for almost all consumers, because the GST

would be levied on hundreds of purchases currently exempt by Ottawa. On average, consumers pay from \$1,600 to \$3,000 annually in federal sales taxes. Finance department officials estimate that Wilson's new tax would raise these levels to \$1,800 and \$4,700. Still, Wilson said that he will offset the increases through slight reductions in income tax rates and generous increases in tax credits for low-income earners. The measure would also fund a number of federal programs, including less than \$30,000 would be "better off."

The GST is designed to be collected at each stage of the manufacturing process. According to a simplified business department example of how the system would work, a mating company selling \$300 worth of wire to a steelmaker would charge a GST of \$9 as that transaction and remit it to the government. The steelmaker, who will his finished product to an appliance manufacturer for \$300, will charge \$27 in GST. But he will be allowed to deduct \$9 because of the GST he paid on his purchase of wire—resulting \$18 to Ottawa. Wilson, in turn, the manufacturer will be allowed to deduct his GST on the wire—resulting \$18 to Ottawa. Wilson, in turn, the manufacturer will be allowed to deduct his GST on the wire—resulting \$18 to Ottawa. Wilson, in turn, the manufacturer will be allowed to deduct his GST on the wire—resulting \$18 to Ottawa.

\$27 that he previously paid, and sends the government \$9. Finally, the retailer sells the wedding machine to the consumer, who pays \$600 plus GST of \$54. The retailer claims a tax credit of \$36, sending \$30 on to Ottawa. Only the consumer bears the full brunt of the tax.

Even Conservatives say that few Canadians seem to agree that they could be better off with the GST. Wilson also acknowledged that the introduction of the new tax would push up inflation in 1991 by 2.25 per cent and, as a result, wages may climb too. For his part, Tory MP David Binkley, chairman of the Commons Finance Committee, said that his party will have to convince consumers that the new tax is not simply an additional one-per-cent tax on everything they buy, but would, for the most part, replace federal taxes that now claim \$17 billion a year. Declared Binkley,

"People complain that we would be raising taxes. Well, we already charge 13.5 per cent on the house, the coffee, the bread—even the speck to dig the hole. If the isn't taxing, I don't know what it is." The minister, who spent the first week of August, rising at his parents' cottage, will spend the rest of the month travelling and

promoting the GST speeches. And as summer winds down and MPs drift back to Ottawa for the opening of Parliament on Sept. 25, Wilson will turn the Conservative caucus into a series of public hearings on the tax on Sept. 18. When the tax legislation passes—Wilson said that he will announce draft legislation in the fall—the government may mount a promotional radio and TV advertising campaign.

Critics said that it will be extremely difficult to convince Canadians of its value. Said Kilgour, "Wilson says that he is going to be like a person in Western Canada who says to believe him. This is a dead duck." In the meantime, Baldoia and others will press for exemptions from the tax—which Wilson says that he will not give. Despite the criticism, experienced Conservatives say they are confident that Canadians will accept the tax. Said Newfoundland Tory Ross Bird, chairman of a caucus committee on sales taxes: "We have a year and a half to sell it, to let people understand. We are going to have to preach the message every day, to everyone who will listen." With sales set to run up the volume, it may be a particularly nervous national debate.

MARC CLARK in Ottawa

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THE GOLDEN AGE OF STEEL

IN A MOMENT IN
HISTORY, THE
TRANSCONTINENTAL
TRAIN HAS COME
AND GONE

BY PIERRE BERTON

When I first learned of Ottawa's plan to demolish the transcontinental passenger service, my thoughts turned to a train ride in June, 1984. There, stretched out extended on a meadow 240 km east of Rimouski, a young surveyor's assistant named Robert Rhyatt looked into the future and saw, in fantasy, the end result of his homework—a long line of railway cars weaving across the empty fields. His a moment he thought he could glimpse the passengers of the future, secure in the dining car—a vision of evolution hurtling through the wild—wearing superb meals washed down with vintage wines (Mr. Rhyatt himself was half-sozzled at this point). He could even hear them talking as they gazed from the windows and resembled in his superb vision smiling before them.

If it were possible to be nostalgic about the future, then Robert Rhyatt would be in no small of us. For, more than a century later, we live in our dreamlike back on the same Golden Age of Steel to which he looked forward. In that

brief moment in history the transcontinental train has come and gone. We think of it now as Rhyatt did—a wonder from a different age.

In an day, the steam train was king and the private railway car the dominant symbol of personal success. That is not surprising, for at the turn of the 20th century the mode of transportation has had overtones of status and conspicuous wealth—from the golden Cadillac of the French prince.

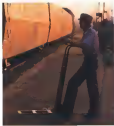
For there ever been a more efficient and attractive form of transportation than the private railway car? For ease, convenience and sheer comfort, it has not been equaled. Added to the rest of an accommodation train, these splendid cars represented the epitome of industry about the country at its remarkable speed. George Stephen, first president of the C.N., could take up one day in New York, the next in both Montreal and Ottawa. He did not need a hotel; the train was his home. There, he had instant companions with the world. He dined at comfort and slept in a brand bed. Rhyatt himself brought his personal chef, hand-carried in his personal cooler, his bed on wheels at ease in one of the leather chairs. In his dining car and enjoy a whisky and soda with his vice-president, William Van Horne, who arrived in his personal private car.

That was not the lot of the ordinary traveller, yet much of the elegance spilled off. The age of public railway luxury began in Canada as early as 1870 when the Grand Trunk introduced the fact of its Palace Cars. Handsomely painted and exquisitely decorated, with fine furnishings and quality gaudiness, each was a miniature hotel with three staterooms and two dining rooms, elegant work of polished black walnut, upholstery of crimson velvet, and, speak, intricate tables lit with shaded lamps whose romantic rays were reflected in the gleaming mirrors that adorned the walls. Of the country's first Palace Car, the *Coma d'Alouette* never explained that

"for elegance and beauty it seems impossible to surpass it."

Only the very rich could afford to travel in a Palace Car. But Van Horne of the civil-engineering firm and luxury within reach of the common traveller, and his competitors followed suit. More than anyone, he is responsible for our early image of a civilized way of life. For when an old wayfarer took of old-fashioned train travel, we think of a spacious train of leather, polish and sparkle.

Nothing but the best would do. Van Horne, a pioneer of romantic travel, brought the same touch to the railway. He hired famous designers to design his parlor cars. He brought in European craftsmen to hand carve the woodwork. He made the better luggage for extra comfort, for he himself was a little man. In the dining cars, the silver service gleamed, the china and linen were of the highest quality, and



LOU COOPER



Trains in the Rockies; Montreal Via worker (below): the railway gave us a unity we could not otherwise have attained

so was the food—the sounds of paper-lin linens, the soft glow of such a perfect company that it curled into a tiny, bite-size ball, and the Winnipeg gallery, hot and juicy with its half-castled pot of butter, fragrant with a golden ball of roast beef! That's how my own love affair with the railway began at the age of 5, devouring gourmet breakfasts in the shadow of the Rockies.

This common love affair with the railway—or, more properly, with the idea of the railway—is as old as Confederation. If we have been shaped by the railway is a truism, for practical purposes, we are shaped like a railway—a 6,400-km peninsula strip along the border, for the most part no more than 120 km thick. No other country, not even Chile, faces this kind of problem. The railway has held us together, spanning a bleak Prairies landscape, its angry roar of plumed locomotives, a chafed wasteland of making, to give us unity we could not otherwise have achieved.

Every nation rejoices in at least one epic moment from its past, as much myth as history—the Spanish Armada, the storming of the Bastille, the Russian Revolution, the Long March, the Vietnam War, the Long March, the Vietnam War. Ours is unique, less violent but equally defining: the construction of a line of steel/cowboys/abrams to create a nation. The covered wagon is not a Canadian symbol. Our

immigrants invaded the West on the skeletal spine of colonial cars.

Railway politics, much of it chaotic, has dominated our history—and still does. In just those years in the 1850s, \$180 million in foreign capital was pumped into Canadian railways, much of it to enrich the promoters and contractors. It was said that when the Speaker's bell rang for a division in the Upper Canada legislature, most of the members could be found arguing champagne in the apartments of influential railway builders.

Railways and Canadian politicians have been inseparable since the days of the late-local system that preceded the C.N. in the Maritimes. Like it or not, the government has been in the railway business since the beginning through direct subsidy, guaranteed loans or full ownership. After the turn of the century, Canada went railway mad. One transcontinental line would not do. Two would not do. Three were scarcely enough. Railways, it was held, spelled prosperity, the very promise of a beach line west real estate sales soaring. Shortly before the Great War as advertisement in *Maclean's* promised that across railways would soon march Fort George, a paper commodity in the heart of British Columbia. The dream died, and Fort George's ghostly streets have long since been co-

lapsed in a jungle of heliograph lines.

Too many railways almost did us in. The bubble burst, the companies collapsed, Canada, a country built on compromise, compromised again. We ended up with two roads—one too many—a private road that made money, a public road saddled with debt for which the taxpayers, not the shareholders, were charged. It's interesting to realize that as the seven worst years of the Depression, Ottawa decided not more money to service the debt of the C.N. than it did in relief payments to the depressed.

Must the railway ever end then with a whimper? It seems so, for we have lost both the nerve and the grit that entered in the Golden Age. The government won't gamble to improve the rolling stock or build the railroads that would provide the kind of fast, efficient service that other countries enjoy. Profit and loss are surely secondary considerations here, for we lost the railway we lost more than our heritage, we lost the most energy-efficient form of transportation available. When the oil crisis strikes again, we will have to downgrade the buses and go back to the rails, as Calgary and Vancouver have already done. The experience is Light Rapid Transit, but, light or heavy, a train is still a train, and the day will come when we will welcome it back as an old and trusted friend.



COVER

DERAILING VIA

**BUDGET CUTS
MEAN THAT SOME
TRAIN SERVICES
WILL HAVE TO BE
ELIMINATED**

Slowly after dawn on a sunny Monday in July, *The Atlantic* set quietly en route. It's a 21-hour journey through three provinces and one state that lay ahead. At 12:52 p.m., all passengers aboard, the engines thrashed and surged, and the train—one of two daily Via Rail passenger services that connect Atlantic Canada to Montreal—began to groan and creak as it wove slowly through the rail yards and surrounding suburbs. As the train buffed into the open countryside beyond, the chime in the dinet car began to ring. It was a signal to passengers who—like many Canadians this summer—lacked out of the weather or the passing countryside but of train, their rock and revel past and their recreation future as Ottawa prepares to cut back on service.

Alison Stokes, a tourist from Tokyo who was beginning a return train trip to Vancouver, said that she prefers Canadian trains to the high-speed "bullet train" of her native land. "On

Japanese trains you can't see anything," said the 34-year-old computer programmer. "This gives you a chance to talk to people." Seated beside her was Grant Capwell, an unemployed truckdriver from Sydney, N.S., who was traveling to Hamilton, Ont., to look for work. Capwell, who said that he is a champion of passenger rail service, said that he also traveled by rail the last time he went to Central Canada seeking a job. "The train is the only way to go," he said. "We can't do without them. The train is an institution. It keeps us together—and we should be up in arms about losing it."

Sidelined: In fact, since last spring, many Canadians have been expressing deep concern over the future of Via Rail Canada Inc., the government agency established in 1973 and turned into a Crown corporation in 1975. Via took over passenger rail service in Canada from Canadian National (CN) and Canadian Pacific (CP). In 1986, with revenue of just over \$188 million, including federal subsidies, Via recorded a loss of almost \$1.8 million.

Trains leaving Montreal (left); passengers lining up in Toronto (right) indicate that the coming reductions will be drastic.

Finance Minister Michael Wilson decreed in his April 26 budget that subsidies to Via—which amounted to \$643 million in 1986—would be cut drastically. Under Wilson's terms, the subsidies would drop to \$250 million by 1990. Via executives drew up an operating plan for a rail system that would run on lower subsidies, and delivered it to Transport Minister Ronald Bourke, who is responsible for implementing the deficit-conscious government's rail cutbacks (page 24).

Since June 30, Bourke and his officials have been making over the report. Although copies of the plan have not been made public, some reports say that it recommends the abandonment of about half of Via's existing services, including the daily bi-coastal train from Toronto to Vancouver, the daily train from Montreal to Halifax via Moncton, and all 135 regional passenger trains across the country. In addition, Via would reduce the number of trains in the Montreal-Ottawa-Toronto corridor, the country's busiest transportation route. And, if

the advance speculation is true, about half of Via's workforce of 7,000 would face the loss of their jobs. But some private sources are on a protest line because they serve people in otherwise inaccessible or hard-to-reach communities (page 25).

Louder modernization Ironically, Ottawa announced its attention to cut Via subsidies at a time when Via officials were putting the final touches on an ambitious, \$4-million study that includes a proposal for a new high-speed rail line that would whisk passengers between Montreal and Toronto, via Ottawa, in three hours. According to some reports, the service would cost \$2.5 billion to build—and would actually reduce Via's yearly annual subsidies, because its share of the passenger market between Canada's two largest cities would more than double.

But Ottawa's reports almost certainly to reject the proposed high-speed line. Wilson, the chief architect of the "Tories' deficit-reduction campaign," told *Maclean's* last week that he is concerned a high-speed train would be uneconomical and impractical. Declared the

finance minister: "We have other means of meeting the transportation needs of the country. A Cadillac system of a high-speed railway relative to other combinations of transportation modes, would be difficult to support."

Strategy: Meanwhile, the threat to Via has prompted vocal protests by ordinary citizens, environmentalists, Via employees and politicians—including backbench Tories. As well, earlier this month 45 federal Liberal Mps, echoing a rallying cry by the Conservatives when in 1981 the Liberal government of Pierre Trudeau cut 30 per cent of Via's rail spend, toured the country by train, holding public hearings in selected communities. Among the arguments is that it is a mistake for Canada to turn its back on rail service at a time when companies in Japan and Western Europe are expanding their passenger rail service with high-technology, high-speed equipment (page 26).

Other rail enthusiasts are devising and promoting alternative uses for the Via network. Ottawa travel company executive Sam Byth, for one, has offered to buy the transcontinental service and convert it into a luxury train aimed at the "first-class traveler" (page 22). For its part, Transport 2000, the nonprofit transportation lobby and research organization based in Ottawa, last month released a 24-page "manifesto" for Via. Written by a former marketing executive, the plan urges that Via—equipped with outdated equipment and

Louder modernization



OTHER COUNTRIES ARE EXPANDING THEIR PASSENGER RAIL SERVICES

forced to combine both on- and off-line use of the railroads and could be taxed by increasing distances such as doubling travel agent costs and buying modern equipment. Belonging to the government's policy on Via, the report concluded "This is not a planned economy. This is not a monetizing or restructuring of services. This is simply abandonment. Canadians deserve better than abandonment."

Service: The train-traveling public has also complained about losing a service that many feel has been a sacred trust since transcontinental passenger service was inaugurated 100 years ago. According to an Angus Reid Associates poll released this month, 89 per cent of Canadians oppose the government's plan to reduce funding for Via, while 38 per cent supported the cuts. Ronald MacDonald, Liberal MP for Dartmouth, N.S., and a member of his party's traveling task force, took The Atlantic from Montreal to Halifax early this month. Said MacDonald: "I don't think the government was ready for the money, even at their own expense. Added City-Stopper Railway, date of Transport 2000. Public interest in this is just enormous. The last two months in this office have been like running an election campaign."

ONE ALTERNATIVE: BUY THE TRAIN

Sen. Rhy's idea of a holiday is to do something similar. Rhy's idea is to launch the "holiday" for railroads in the Holidays. But, for the 35-year-old Toronto businessman, adventure travel is more than a personal passion. As the founder and president of Rhy & Co., a travel agency that sells \$35 million worth of custom holidays each year, Rhy offers everything from climbing expeditions to Mount Everest to ocean tours of Europe. But, in late June, Rhy unveiled his most ambitious proposal yet, a \$10-million bid to purchase Via Rail's money-losing transcontinental passenger service between Vancouver and Montreal. Rhy envisions converting the service into a luxury railway with private

space. The plan has been rejected so far.

Rhy, when the Liberal task force held a special hearing on the future of Via in Calgary last week, drew an audience of two people. It



Railway (left), MacDonald: a 'counterpart' from Via supporters

was a obvious manifestation of lack of interest that cannot have been missed by members of the deficit-conscious federal government. For his part, MacDonald refused to discuss Via in an interview with Market's. But since the April

session equipped with their own cameras, video cameras and cellular telephones. The president of a first-class, one-way ticket for the four-day trip: \$3,485. Said Rhy: "It will be the equivalent of travelling on a cruise ship."

Luxury trains are already an enormous success in the United States and Europe. And Rhy says that even in its first year a private transcontinental service in Canada could draw 100,000 tourists—most of them paying almost five times the current \$241 price for a sleepers-only seat. Rhy has already set a 1996 launch date for his luxury train, but several obstacles remain. For one thing, he said his partners are still working on a study to determine whether the project can generate profits. But, more to the point, when Via recovered less than half of its operating costs through ticket sales on the route last year, it has not yet abandoned the transcontinental service, or indicated a willingness to sell it.

If Rhy clears the hurdles, his plans call for

budget, the minister has made the government's position clear, saying that the country can no longer afford passenger rail service. For example, that lower than first in 2000 Canadian air and sea travel, Bouchard has noted that in its 12 years of existence Via has received more than \$5 billion in subsidies while expenses have been rising year by year. As well, citizenship has declined from its levels at the beginning of the decade. In 1985, Via carried 6.4 million passengers—up from 5.8 million in 1987 but still substantially less than the 3.8 million passengers

seven years ago. In the same period, the operating subsidy rose to 40 cents for every passenger mile from 33 cents in 1987. **Surgery:** In May, faced with the job of performing major financial surgery on the troubled service, Bouchard (second) a few years ago, the operating subsidy rose to 40 cents for every passenger mile from 33 cents in 1987. **Surgery:** In May, faced with the job of performing major financial surgery on the troubled service, Bouchard (second) a few years ago, the operating subsidy rose to 40 cents for every passenger mile from 33 cents in 1987.

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by order-in-council, bypassing Parliament in the same manner as Trudeau's government cut Via services eight years ago. Ottawa said that the cuts are likely to be made beginning next January.

two trains a week to run in each direction between Vancouver and Montreal during the summer—instead of the daily service currently provided by Via Rail, as the minister said. The service would be cut back to just the Vancouver-Calgary leg, with another service operating between Toronto and Montreal. The trains would continue to stop at the same cities and small communities currently served along the Via route. In addition to 130 first-class seats, Rhy says that he would also offer 160 economy-class seats with one-way fares as low as \$550. Said Rhy: "I've sold this service to a lot of people. The train is what the train is. It's not the train's big attraction. Among proposed services, government, a lot of things with live entertainment, and 24-hour room service. Said Rhy: "It is the journey that is important, rather than what is at the other end."

BY ARCE JENSEN



Travelers on the Toronto-Montreal train more than \$5 billion in Via subsidies

And despite the continuing, aggressive lobbying campaign to save Via, some experts say that Canada no longer needs passenger rail service. Historian A. A. van Oort, for one, of Memorial University in St. John's, and a specialist in railway history, said that Canadian's attachment to rail travel is based largely on the myth that the railway created their national identity. But, he said, other elements were more important to nation-building, among them public policy on tariffs and trade and the creation of institutions like the CBC. "You don't create a country with a technology," he said. "A technology is a substance and can be recovered. But culture can't." Den Oort added that passenger rail service has in fact become almost obsolete. "Most small communities have been hooked up by highways, and there are still towns," he said. "For his part, Douglas Warrick, who retired last year as a senior adviser in the federal

transport department, said that he recognizes the romance of the railway and shares in the nostalgic nostalgia. In 1949, Warrick, then a veteran fighter pilot, returned home from his tour of duty in the Second World War. When Warrick's troopship landed at Montreal, he says that the look of a young train's whistle reminded him and his companions that they were finally home. "It was a most extraordinary experience," said Warrick. "They were huddled over, but they all had tears in their eyes. Searching about that night, this was home, this was Canada." But Warrick says that Via's trains no longer have a place in a modern Canadian transportation system. "Every time somebody gets on a train," he said, "it costs the government \$80. How many people would take the train if they had to pay the full fare? We have to look ahead, not backwards."

But advocates of train service say that a

forward-looking government would be not only a realistic and cost-effective alternative to car travel. New Brunswick Premier Frank McKenna, for one, says that the loss of Via service will put more pressure on the Trans-Canada Highway through his province. For the most part, the highway only two lanes wide from Quebec to the New South coast and already carries 40 per cent more traffic than was designed to handle. And for Wood, director of the Canadian Institute of Guided Ground Transportation at Queen's University in Kingston, Ont., said that it had costs more than \$1 billion in the future. As a result, he added, any decision to end passenger service when every route is relatively low in use made "in a little bit of a hasty decision."

Moreover, some Via supporters say that the increase in passengers in 1988 over 1987 indicates that Canadians have far more interest in train travel. The Atlantic route, for one, carried 267,000 people last year, compared with 240,000 in 1987. And Elise Wagon, mayor of Saint John, N.B., and a vocal supporter of passenger rail service, says that those figures provide the best argument yet that train service should be protected—especially in light of previous comments by senior Tory officials. After the Conservatives came to power in 1984, they razed some routes closed by the Liberals in 1983. But at the time, then-Transport Minister Donald Macdonald told Via supporters to "use it or lose it." Now, Wagon says that increased use of The Atlantic, for instance, shows that Canadians have lived up to their half of the bargain. Declared the mayor: "We have already exceeded the target set by the government."

Sights seen: On the Atlantic that left Montreal on the last Monday in late July reached the Montreal South Shore suburb of St. Lawrence at 8:05 a.m. on the following Tuesday—only five minutes behind schedule—all of the passenger space, except for five sleeping rooms, was taken. And in the train rolled slowly toward the small station of the city across the St. Lawrence River, travellers filled up the rear observation car once again to look at the sights.

One such traveller was last-time Atlantic passenger Richard Harkin, a teacher from Kingston, Ont., enjoying his summer vacation. Harkin and his wife, Anne, and Christopher, 16, had taken the train from Kingston to Halifax and were now on the return trip home. "It's a luxury way to see the country," explained Harkin. "It is also a good way to spend time with each other." Then he said, "If it weren't for the railway, Canada would be what it is." Critics of Via's cuts argue that, despite its unpopularity in building the country, the passenger train has helped to maintain the country's identity and its cultural importance. But the opponents of passenger rail critics are gathering steam, and they will undoubtedly make Via's future an item of continuing importance on the government's list of agenda.

GLENN ALLEN with comprehensive reports

Passengers boarding in Halifax: service cuts could start by next January



THE MINISTER OF VIA

RAIL TRAVEL'S FUTURE IS IN HIS HANDS

Minister of Transport Donald Brexler was sworn in as minister of transport in March, 1988. He began using the car phone in his basement to tell friends his happy he was to leave his old job Brexler's 22 months as employment and immigration minister had been hard ones. There were uprisings over boatloads of Tunisians appeared in the streets of New Brunswick, when St. John's refugees needed advice in Nova Scotia, and when he proposed new laws to control the problem. The day that he moved to Transport, a band of would-be Turkish immigrants began a hunger strike in Montreal to press their claim for refugee status. "No more Turks!" Brexler shouted over the phone at a Tory lobbyist, as the lobbyist roared the license plate from Robin Hall. But if Brexler thought that his new job would be easy, he was wrong.

Strains: As transport minister, Brexler has weathered storms of protest over air safety, transportation deregulation and competition at Toronto's Pearson International Airport. And there is no relief in sight. This week, Brexler was set to unveil a package of changes to the air travel system, including air traffic control safety inspection, and the plan to build two more runways at Pearson. Then, by early September he will outline the future of Via Rail. With emotions already running high among Canadians fighting to preserve the passenger rail system intact, that may be Brexler's toughest challenge yet.

For his part, Brexler is well-placed to intervene to give any indication what plan he may be formulating for the train service. He has colleagues say that the threat of bad publicity will not deter him from making controversial decisions. "He seems to thrive on tough files," said Ottawa Liberal Party spokesman Conservative and a candidate of Brexler's of the minister's coming decisions on Via, Quebec added. "No politician enjoys shutting something down, especially when there is unemployment involved that he has spent a lot of time reflecting on it. And he is not afraid of tough decisions."

One of the minister's hardest decisions, in

fact, was to enter federal politics. Brexler, 43, was born and raised in the small town of St. John's, Que., on the west coast of the Gulf of St. Lawrence. He began his career in 1969 as a local resident of the area, representing the Liberal Party in the House of Commons. Brexler became a history and literature teacher and principal of the local community college.



Brexler faces immigration uprisings to storms over transport

And, like most residents of the area, he supported the automobile cause during the 1969 Quebec referendum. He is proud to acknowledge that he remains an ardent Quebec nationalist. He added, "I love federal politics. But I am first a Quebecker." When Quebec's Conservative government took office in 1984, he joined Brexler as a Conservative candidate. He at first refused. But his wife Jeanne, and his eldest son—they have three sons, aged 18, 20 and 23—convinced him that he could work for Quebec in Ottawa.

Once elected, Brexler quickly established a reputation in Ottawa as a straight talking

defender of his province. But he also struggled to learn English—which he could not speak when he was elected—and to understand the foreign territory of English Canada. His early appointment as minister of state for transport provided him with an experience that he says made him aware of the diversity beyond Quebec's borders.

Friends: His mentor was Deputy Prime Minister Jean-Jacques Manseau, who was then transport minister. The two quickly became friends, and Brexler explained his "inexperience and difficult province" to Manseau, and the Minister taught him the first points of politics. Said Brexler, "Jean Manseau brought me to Ottawa, but Jean Manseau made me a politician." Manseau's remains Brexler's first friend. "I will be grateful to him for the rest of my life," said Brexler. To Brexler, the course of his life was Manseau's who first told him his supporters in 1986 to "use it or lose it" and led out to a place for the demolition of Canada's transportation system. And it was Manseau's together with Finance Minister Michael Wilson, who controlled the powerful expenditure as a new committee that earlier this year would decide on the future of Via.

The storm of federal politics broke in Quebec last December, he had a telephone heart-attack operation in Montreal. When he returned to Ottawa at the end of January, he was the victim of a crisis over the safety of the train. He was asked to lead the train. In his first 25 hours, he saw exercises every day—usually a half-hour morning swim in the pool in his Ottawa apartment building—and a night of political losses will likely begin next week—with the latter one in Quebec.

MARC CLARK with BRUCE WALLACE in Ottawa



The Rail's connecting communities across sparsely populated Northern Ontario

'THERE IS NO OTHER ACCESS'

OTTAWA SPARES SOME REMOTE ROUTES

Paul McNulty, 52, headman and driver for his son's greenhouse, passed recently by the silver Via Rail train to arrive in the Northern Ontario town of Sudbury. The two-way train—called "The Rail" after its Pennsylvania manufacturer—runs three days a week each way between the Ottawa city of Sudbury and the town of White River, 484 km to the west. Along the 30 stops along the sparsely populated route in Ontario, 143 km northwest of Sudbury. It is one of the better-served towns because, as well as rail access, the fire department provides and as many as 1,500 seasonal visitors—most of them anglers and outdoorists—can drive the 39 km to Highway 144, which runs from Sudbury to Temiskaming, Ont. But McNulty explained as he waited at the station for a guest to arrive, and he saw others make the road impossible. As a result, he said the Rail and Via's daily transportation Canada, which also stops at the town, are "vital to the community."

In fact, the federal government has recog-

nized the importance of the Rail, the red-painted baggage car and the standard 70-passenger coach built 35 years ago by the Pennsylvania-based Budd Car Co. of America. Despite the impending Via reforms—which threaten to discontinue the Rail—the Ottawa has dispatched the Sudbury-White River rail as one of the few protected routes in remote areas of Canada that will be protected because they serve isolated communities. Despite that assurance, many northerners remain worried. "How long are we protected?" demanded Frances Kohn, 52, a registered nursing assistant and the city's registered medical training. "I want a written guarantee saying they'll never take it away." Added businessman Gregory Swartz, "Everybody knows it is just a matter of time before they take it off."

The Sudbury-White River line was established in 1944 by the Canadian Pacific Railway. Brexler was initially a company housing rail maintenance workers. But, with the line accessible by rail, the picturesque lakes and

forests, teeming with fish and game, quickly began to attract outdoorists and cottagers. Said Swartz, 42, owner-manager of Brexler's Grey Owl hunting and fishing camp. "The train was the lifeline of the community." But Swartz added, since Via was established as a Crown corporation in 1976 and took over the Sudbury-White River route from CP, there has been a reduction of service. Via does not deliver either mail or freight, and although long-distance freight trains pass through the town community, it is not economically feasible for them to service Brexler's small population. As a result, Swartz now gets his supplies by truck.

Basic: Edward Peters, 41, a north- or local businessman who once depended on the train to bring supplies. Peters, co-owner with his wife of a hunting and fishing lodge and the Brexler General Store—the only store in the community—enjoys the relaxing sight of the coal train to Sudbury by truck. "When the train comes, it's like a relief," said Peters. But he was not concerned about the possibility that passenger rail service may shut out. That would affect not only his business but also his son's education. Like many other school-age children along the Sudbury-White River line, 12-year-old Travis Peters commutes weekly to school in Sudbury.

For the people in at least one other stop along the route, train service is vital because there is no access by road. Betty and Shana Leaky operate wilderness camps near the railroad at Manitowish, Ont., 29 km northwest of Brexler. "Everything we need comes in on Via," said Shana, 32. Both wilderness and supplies are transported to Manitowish in the field. But even though the route is being protected now, the Leaks say that they are still worried about its future, adding that they would likely have to give up their home and their business if the Via service were cut entirely. Said Shana: "There is no other access except for fire—and that's not economically justified."

Basic: Via officials say that ridership on the route—18,000 passengers in 1986—has remained relatively constant. Since Northern Ontario residents were critical of Transport Minister Brexler's suggestion that train service be phased out for 30 years as a result of decreasing passenger usage. Swartz, for one, said that Via use has declined because federal politicians "have destroyed it." Others, like Shana Leaky, acknowledge that it would be difficult for the few people along the northern route to mount enough pressure to have their trains if the service were threatened. But, said Leaky: "Everything does not have to be over 90 per cent of the population to be worthwhile." For now, they are happy to remain on Via's protected list and keep at least the basic service.

GREGG W. TAYLOR is in Sudbury

SPEEDING INTO THE FUTURE

THE TRAIN IS REBORN IN EUROPE

When Britain's state-owned rail company, British Rail, announced plans earlier this year for a 100-km high-speed rail line linking London with the new tunnel being built under the English Channel, many residents in southern England were outraged. They complained that the new line—the British leg of a 480-km London-to-Paris service that should be in operation by 1993—would be a costly intrusion into their peaceful country lives. As a result of their protests, British Rail agreed to locate at least a quarter of the new track through rural or wooded areas. But, across the Channel, plans for the French section of the rail line drew a different response. Many of the 148,000 citizens of Antenne, 110 km north of Paris, were surprised to discover that the high-speed line would not pass through their city. In an effort to avoid that sight, several thousand trees purchased strips of land from nearby farmers whose properties lay in the proposed path of the line. And now, they are finishing construction of the new track by refusing to sell the lands to the railway company—unless the train is rerouted through Antenne.

Despite the difficulties caused by that stand-off, officials at British Rail's French equivalent, Société nationale des chemins de fer (SNCF), say that the Antenne campaign is a negative example compared to the high-speed train. The difference in attitudes in the two countries, they add, reflects the gap between those who have seen how the future works and those who have not. SNCF-powered high-speed trains travel in Europe, starting in 1981. And, so far, its growing network is the only one on the continent. But—following France's successful example, West Germany, Italy and the



Model of Channel tunnel connecting London to Paris

Netherlands plan to launch their own high-speed lines, which will eventually be part of a projected \$108-billion, 28,500-km network of fast trains—travelling more than twice the speed of standard passenger trains—across 18 Western European countries.

Switzerland: Air travel is still cheaper over longer routes and that, some experts say, makes high-speed trains unattractive in many parts of North America. For his part, SNCF spokesman Vivian Kelly says that development in technology will soon make a new generation of trains to travel at speeds up to 344 km/h—almost half the speed of passenger jets. But Kelly "That suggests that a route of

up to 1,000 km in Canada could compete with air travel." But in densely populated Europe, the high-speed train is already the wave of the future. The continent's fast-train network, if completed as expected by 2025, will include lines to Stockholm in the north and Seville, Spain and Athens in the south.

The builders of the new lines predict two main benefits as they start passing into service. The super-fast trains will relieve Europe's overcrowded roads and airports and make less noisy travel easier. But Europe's rail companies—most of which consistently lose money—are also expecting them to turn a profit once the enormous construction costs have been undertaken. France's fast trains now make money for SNCF because they compete head-on with airlines in speed and cost on short and medium-haul trips. The Paris-Lyon service alone made a profit of more than \$150 million last year. That train takes its passengers 470 km to Lyon, a city centre in less than two hours—45 minutes less time than the quickest downtown-to-downtown trip by commercial airline. As a result, the number of passengers riding on France's domestic rail, the TGV, between Paris and Lyon since 1982 has dropped 50 per cent.

Modern Milwaukee: SNCF has maintained its reputation as the best system in Europe because the company spends 13 per cent of its \$11.6-billion annual budget on upkeep and regularly buys state-of-the-art cars for even remote rural routes. It also pays its 284,000 staff members relatively well and it provides for the whims of wealthy train buffs. Available this summer is a 11-day Great France Express tour including wine tastings in Bordeaux and overnight stays in luxury hotels for \$3,200.

Now, SNCF plans to expand its high-speed service with a 400-km, \$2.4-billion line between Paris and the west coast city of Nantes scheduled to open this fall. Among the new train's features: playpens for infants, telephones and video screens. By the time the London-to-Paris train comes into service, it will be just one more link in France's growing—and, many think—high-speed network.

PETER LEWIS in Paris



French fast trains hope for a \$108-billion European network by the year 2025

FALLING FOR ONTARIO



An advertising supplement to the August 28, 1989 issue of Maclean's magazine

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PEOPLE

STAR-CROSSED SLIPPERS

In 1936, they flew Dorothy over the rainbow to her Kansas home in *The Wizard of Oz*, but since then the red, size 38 slippers have delivered only misfortune. First Judy Garland—who played Dorothy—died of a sleeping-pill overdose. Two subsequent owners died of AIDS, and the memorabilia expert who arranged the pair's \$193,000 auction sale last year to a collector in St. Louis died in a bicycle accident. Says writer Rhys Thomas, 33, whose *The Ruby Slippers of Oz* will be released this month: "Greasy things do seem to happen to them."

Cooler courts

Last year, tennis player Andre Agassi had it made. The 29-year-old Las Vegas, Nev., court-throb was ranked third in the world, won six tournaments and earned \$960,000 in prize money. Just despite a forehead injury, Agassi will crack like a bullwhip. Agassi's 1991 last tournament was and has slipped to seventh, with less than a quarter of last year's earnings. In Canada, he faces another challenge—strawed, media criticism caused by the abrupt cancellation of his scheduled Canadian debut last Wednesday. He played alone, dropped out of a Toronto match with John McEnroe, but was sent the same-day baggage by a Florida coach. His debut now is scheduled for this week in Montreal at the Player's International tournament. Still, he remains weary after yet another tournament loss in Stratton, Mountain, Vt., earlier this month. Says Agassi: "I remember those days when everything I did was right. Now, no matter what I do, there's someone who disagrees."



Agassi cracks like a bullwhip



Lynette 'looking blood and taxed'

NOT A MODEL ROLE

Concerned about a series of movie roles playing superficial beauties, Ruby Lynette has landed a more sober part—in a drug addict. "People like me looking blood and taxed," she says. "But I wanted to get away from that." She does, in *Drugstore Cowboy*—to be released next month—in which Lynette, 39, stars as the oddball wife of a thief, played by Matt Dillon. In serving up more trouble than lounge drinks, she leaves behind the shallow bit parts she played in *Grease* and *Bright Lights, Big City*. Her latest character, says Lynette, "is the opposite of what you would want to be."

MUSIC AND MOTHERHOOD

Just three weeks after giving birth to a seven-pound, six-ounce girl, country singer Sheryl Tucker went on the road again, with her newborn in tow. The ex-time child star, who recorded her first hit, *Delta Dawn*, at 13, says that she got "a little rusty and lazy" awaiting the July 5 birth of her first child, Presley Tasha. Now, the new single mother—who declines to reveal the baby's father—is on a four-month North American tour of more than 60 cities, including one in Canada. Per Tucker, 36, performing and parenting is a new challenge, but she adds: "I enjoy being in a different town every night. I'm not used to not in one place for long." Following her debut in 1973, Tucker's life took some unexpected detours—a broken engagement to singer Glen Campbell and treatment last year to fight drug and alcohol addiction. Today, Tucker says that she draws motivation from less harmful sources. She adds, "What keeps me going is the music, the audience and the pure need to survive."

Tucker: 'In different towns every night'

Flying through the movies

Canadian Sheila McCarthy has landed her first American movie role. But she must travel 5,600 km in two days, from Montreal—and filming with Sam Shepard—to keep a Toronto commitment. On Aug. 20, at 4 a.m., a private plane will fly her to Regina and a connecting flight to Toronto where she will film until midnight. She flew back eight hours later. Says McCarthy, 33: "I'll probably never have a full night's sleep again."



McCarthy: Not a

MIXED SIGNALS

The signals from Washington and Tehran last week were definitely mixed. Although President George Bush declared that he was ready to "talk and engage in every diplomatic channel" to secure the release of capt. Americans held hostage by Iranian-backed terrorists in Lebanon, he ruled out anything that might appear to be paying ransom. And while one faction of the Iranian government seemed ready to negotiate the release of the hostages in return for a U.S. promise to free frozen Iranian assets, another faction vowed never to sacrifice its Islamic principles by dealing with the Americans. It was confusing, too—in the view of many experts—encouraging. As Geoffrey Kemp, a Middle East specialist and former aide to the Reagan administration's National Security Council, told *Macleans*: "I feel more optimistic about a hostage release now than I have in the past."

The mixed signals were an indication of how much Bush and his newly elected Iranian counterpart, Ali Akbar Hashemi Rafsanjari, are the two men who believe that they have identified Bush—especially in the wake of the Iran-contra scandal—would not openly violate the White House rule against bargaining for

THE RETURN OF IRANIAN ASSETS BY WASHINGTON MIGHT WIN THE FREEDOM OF THE HOSTAGES

of the Hezbollah scientist Sheikh Abdel Kareem Ghazi

It was Ghazi's abduction that led to the wider hostage crisis. Three days after the kidnapping, one Hezbollah group claimed to have executed U.S. marine Lt.-Col. William Higgins in reprisal, while another threatened to kill a second U.S. hostage, Joseph Cozzini. But the Israelis said that they would only free Ghazi—and a number of other Lebanese Shia prisoners—in return for three Israeli servicemen and at least 15 U.S. and other Western hostages held by Hezbollah. In the face of that apparent deadlock, Rafsanjari, a proponent who has sought improved relations with the West, seemed willing to help—in a price. "There is a solution for freeing the hostages," he said modestly at a speech open-ended at Washington. "Take a reasonable attitude, and we will help solve the problem."

But there were dramatic wrinkles in his government's negotiating act. Khomeini's top, hard-line Interior Minister Ali Akbar Mohtashami—also was Hezbollah's paymaster while Iranian ambassador to Syria in the early 1980s—called for a new offensive against Western interests. Declared Mohtashami, "The Islamic Revolution always attacked. We always had an offensive posture towards the United States."

The internal dispute continued in the release of rival prisoners. The Rafsanjari-backed Tehran Times quoted a source close to Rafsanjari as saying that he was ready to help release the hostages if the West persuaded Israel to free an estimated number of Lebanese and Palestinian prisoners. "Let us agree to work together, each



Aftermath of suicide car-bombing: retaliation for the abduction of Obeid

worth \$14 billion—that President Jimmy Carter froze in retaliation for the hostage-taking of 53 Americans at the U.S. Embassy in Tehran in November, 1979. But, the day after the Times report, the Tehran daily *Kayhan*, which belongs to the hard liners, said that Iran would rather begin an arms embargo "to make the connection and accompanying profile of the Islamic revolution." Still, the *Tikras* Times later said that unofficial and indirect negotiations between Iran and the United States were likely to begin within days, with Saboteurs Ayatollah Khomeini's foreign minister, Ali Akbar Mohtashami. And last Friday, Rafsanjari's *Farshad* intimated that he was ready to help free the hostages if the West persuaded Israel to free an estimated number of Lebanese and Palestinian prisoners. "Let us agree to work together, each

by his own assets and influence, to end the crisis of hostages—all hostages," said Rafsanjari at a Beirut press conference.

Earlier in the week, Bush appeared to indicate that he was prepared to free frozen assets in return for the hostages. "My main is to do nothing that will be seen as a quid pro quo for hostages," he said. But he added, "I hope I'm open-minded enough to talk and engage in every diplomatic channel I can to free these Americans. If there are changes taking place and signals that are abiding, I don't want to

take any more. \$14 billion was released to the Iranian government and the rest put into reserve pending the settlement of claims by appropriated U.S. companies, the U.S. government and individuals. Those claims are currently before an Iran-U.S. claims tribunal in The Hague. So far, \$4.4 billion has been paid out in settlement of 384 U.S. claims. Another \$345 U.S. claims are pending.

As for the military supplies, the situation is more complex. The Iranians say that more than \$2 billion worth of hardware is involved, while

World Notes

MISSING IN ETHIOPIA

A Two-Drive plane carrying Texas Democratic Representative Mickey Leais, eight other Americans and seven Ethiopians disappeared on a flight from the town of Adis Ababa to a military camp 770 km to the southwest. Leais, 44, was on his fifth humanitarian mission to Ethiopia as chairman of the House select committee on hunger. At week's end, heavy rain hampered search efforts by U.S. and Ethiopian rescue teams.

JAPAN HONORS A CANADIAN

Japanese officials traveled a grueling 100 km to Canada last. Robert Simpson Gray, a 27-year-old naval pilot, who was killed on Aug. 9, 1945, while bombing a facility of Japanese warships off the Honshu coast. Gray was the last Canadian killed in the Second World War and the last to be awarded the Victoria Cross (posthumously), was the first member of the Allied forces to be honored for heroism by Japan.

TURMOS IN POLAND

Polish voters went to the polls in at least five cities to protest against food prices after the government lifted controls. Meanwhile, two trademark signs of the Communist party—the Democratic party and United Peasants' party—called for talks with the opposition Solidarity movement on its proposal to form a non-Communist coalition government.

A NEW PRIME MINISTER

New Zealand Prime Minister David Lange resigned after months of electoral disputes in his ruling Labor party and handed power to his deputy, Geoffrey Palmer. Despite U.S. pleas, Palmer decided that nuclear-armed warships would remain based in New Zealand ports.

DEVELOPING THE GERMANIES

West Germany closed its diplomatic ties with East Berlin after 125 East Germans seeking exit visas—mostly refugees there. At the same time, as many as 500 East Germans daily were fleeing to the West across the Hungarian border. The border remained largely open to the movement between the two Germanies.

FINANCIAL SANCTIONS

In Australia, eight Commonwealth foreign ministers, led by British Affairs Minister Joe Clark, agreed to ask banks to impose tough repayment terms on South African loans. But the ministers declared a decision on further trade sanctions against the apartheid regime.

JOHN SHEARMAN with WILLIAM LUTHERTON in Washington and correspondents' reports



WORLD

BRITAIN

A life in hiding

Salman Rushdie's lonely ordeal continues

Margaret Wiggins, an American writer living in Britain, published a collection of short stories last month—the first of a series that seemingly would involve her in a round of deception and public appearances that Wiggins, the wife of novelist Salman Rushdie, spent last week as she had the previous six months in hiding. Ever since London's *Asahi Shimbun* threatened Rushdie to die in its July 14 article allegedly blaspheming Islam in his book, *The Satanic Verses*, Rushdie and Wiggins have evaded a type of isolation that amounts to near-captivity. Cut off from friends and family, and moving constantly among various so-called safe houses operated by British security services, the two writers are restricted in ways that their supporters have even compared to the plight of Whittaker Chambers in Lebanon. Rushdie, says playwright Harold Pinter, is a long-term "prisoner" in effectively no prison.

Despite the passage of time, and Khomenei's death on June 5, there is no relief in sight to Rushdie's ordeal—or to the controversy surrounding *The Satanic Verses*. In fact, last month, Iranian officials told the Rushdie family as a major stumbling block to the return of normal relations with Western countries. In Britain, there have been violent clashes between police and Muslim demonstrators demanding that *The Satanic Verses* be withdrawn from bookstores. And last week, police were investigating an explosion at a London hotel on Aug. 3 that killed one man and appeared to be linked to the affair. As Islamic groups in Lebanon announced that the man, an Arab, had been planning to attack Rushdie or his publish-

ers, and warned ominously that "our hand is long and will reach them all." Because of their threats, Rushdie's publishers refuse to discuss where he or Wiggins is. However, friends of the couple describe their life as one of almost complete isolation. For the first few weeks after Khomenei's threat, they tried to maintain a semblance of the actual life they had but in brief spots of London's literary community—and they even dined with Labour Party Leader Neil Kinnock at the house of a mutual friend. But security officials discouraged such outings. Now the couple sit constantly under armed guard, accept phone messages and mail only through police channels, cannot meet friends or even go shopping, and are forced vigilantly to avoid detection. In the only interview Wiggins has given since going into hiding, she recently told *London's* *Sunday Telegraph* that she and Rushdie had slept in 50 different beds in four months.

Despite the disruptive lifestyle, the pair has been productive. Wiggins, 44, who grew up in Pennsylvania and moved to London in 1965, added several new pieces to a 1987 collection of short stories—*Firebird*—in *Love*, which was released in July—and is working on a new book.

Rushdie: 'effectively in prison'

Rushdie, 43, an Indian-born Muslim who has lived in London for the past 20 years, has written book reviews for British papers and is working on a children's book. The two writers, who each have a child from previous marriages, met four years ago and were married in 1984—one week after Rushdie completed *The Satanic Verses*. Wiggins had the *Telegraph* that she and Rushdie are reading 18th-century writers, including Jean-Jacques Rousseau and Thomas Paine, who championed freedom of thought. "The act of sentencing a religious dissident to death," she said in last October, "seemingly calls up historical precedents. But Rushdie himself has long felt about, except for issuing a brief statement in mid-July at which he expressed hope for reconciliation with his fellow Muslims. Said Wiggins: "Salman has refused to enter into a debate because there is no debate to be had." She added, "A death threat is an ultimatum, not an argument."

Wiggins' own life has been severely disrupted. On the evening before she and Rushdie moved to hiding, she attended a reception in London marking the publication of her latest novel, *Julia Dwyer*. Khomenei's death threat against her husband forced Wiggins to cancel presidential tours at the weekend when she seemed poised on the brink of major success. But Wiggins said that she had no doubts about what to do. "I am married to him," she said, "and that meant I had to go into immobility, too."

But, while Rushdie and Wiggins are almost completely isolated, the controversy that has bookshelves rattling to rage: The passionate campaign by British Muslims against *The Satanic Verses* has set off a covered debate among British about how tolerant their country should be of ethnic and religious minorities. Left-wing opinion, including most oppositionist to minority groups, has been bitterly divided. Although Kinnock has voiced strong support for Rushdie, some other Labour men have argued that the party must be more sensitive to Muslim concerns. Kinnock's deputy, Roy Hattersley, wrote in *Britain's* *daily* *The Independent* last month that Labour should reject the "naïve" idea that Muslims are victims in Britain only if they give up their traditions—and he recommended that Rushdie voluntarily stop the planned publication of a paperback edition of *The Satanic Verses*.

Such demands, however, political elites and others that, whatever the fate of Rushdie and Wiggins, the controversy raging around them will clearly shape opinions for years to come.

ANDREW PHILLIPS is in London.

JAPAN

Cleaning house

Japan's new prime minister pledges reforms

In Japan's big money politics, Toshiro Kaida won some successful collecting pots—doziers—but he has about 600 of them—thus incurring the large corporations that finance Liberal Democratic Party (LDP) campaigns. As a result, his political power has been eroded by his electoral success. But what critics had long regarded as a liability in his 29-year career suddenly became an asset last week for

stepped down on June 2 to make the move for the Recruit influence-peddling scandal, in which he and other LDP lawmakers profited from underpaid stocks distributed by a publishing and real estate conglomerate. His successor, Sosuke Doi, announced his resignation on July 24 after the upper house elections—the LDP's worst electoral setback in 34 years. Although untroubled by the Recruit

scandal and relatively poor former education minister. Party bosses, seeking a fresh start, have to repair the LDP's scandal-stricken image, which on the 58-year-old Kaida as their new leader. After being enlightening among the ruling party's various factions—and was regarded as a challenge from the upper house of parliament, which elected Socialist leader Takeshi Doi as prime minister in 1991.

The parliamentary split had been expected since the opposition, led by Doi's Japan Socialist Party (JSP), gained control of the upper chamber in the July 23 elections. A pollster, Doi, 60, who says that she still hopes to become the country's first woman premier predicted "the beginning of the end" for the LDP's 34-year monopoly in government. Kaida himself acknowledged the power of the women's vote by naming two female cabinet ministers.

But his other appointments reflected more loyalty to the LDP's old-boy network than any real desire to break with the past. They included positions of two former prime ministers and the man most likely to succeed Kaida—former foreign minister Shintaro Arata. Analysts who had always viewed Kaida as a follower rather than a leader agreed that he was a cautious premier who probably would not lead beyond the next election. Said Toshiro Ijima, political science professor at Gakko University: "He's just a short-term relief pitcher."

Just how short that relief will be depends on Kaida's ability to stem the tide of disaffection that drove five of his predecessors out of office within seven weeks. Noboru Takeshita

also, who had been damaged by disclosures of sexual liaisons with gradates—not unusual among Japanese politicians, but an issue eagerly seized upon by women voters and other sectors of the electorate already angered by a three-part corruption scandal and unpopular farm policies introduced by the LDP.

Kaida, the second youngest of 29 prime ministers in postwar Japan, is affable, articulate and popular with the media. Reporters—who have dined heavily on his collection of fact-pieces—the new premier is vigorously honest. He is apparently one of the few Japanese politicians who has always disclosed all contributions—including more than \$100,000 in legal donations from Recruit over a five-year

period. His fidelity to his wife also was never questioned until Aug. 4, when the *Asahi* Times, his home-town newspaper, alleged that he has an illegitimate daughter from a relationship with a model. The woman subsequently denied it as an affair with the *Shinko* *Four And Not Friday*. Kaida called the allegation "irresponsible" and demanded a formal apology.

Kaida's youth is accused by his cabinet, creating a significant generational gap in Japan's society because it separates those born before and those born after the accession of Emperor Hirohito in 1926. The relative youth of the cabinet may help with vote-run in the next general election, but not in dealings with those who control the LDP in a political culture where nobility and seniority matter. Kaida has little chance of inspiring his will on the veteran faction leaders who selected him. Kaida's wife,

Sachiko, 56, an attractive and outspoken woman, may also be a vote-getter, but she has not yet helped her husband with the party bosses. LDP insiders say that she is not sufficiently deferential, serving only tea—never food or drink—when they visit her home.

Doi also has problems. Although the major anti-Constitutional opposition parties are united in their efforts to repeal Japan's unpopular sales tax, the JSP has yet to come up with a coalition platform acceptable to the Democratic Socialist Party, the United Socialist Party, the United Social Democratic Party, the Inter-ward Group (Constitutional) Group or the Radical Komeito (Christian Party).

But Doi's task is not nearly as difficult as that facing Kaida, who has pledged to shed his party's "old skin" in a special session of the legislature in September. If the opposition-controlled upper house blocks his reform bill, he will have to call an early election.

Also, Doi apparently is hoping that the opposition succeeds before Kaida's term as LDP premier expires in October. Also would that try to was the party president himself—and the premiership of the LDP itself—control of the lower house. As a result, Kaida will have to implement his reforms in September, with a two-year term as LDP president in October, and elections soon afterward and lead the party to victory. That is a tall order for a junior politician who has led as national government before his ministers had lost work. But in the rapidly changing contours of Japanese politics, anything is possible.

BRIGGS JENSEN with KEVIN SULLIVAN in Tokyo

Wiggins: sharing isolation



Doi (left) and Kaida acknowledging the power of the women's vote



My Maria died.

A TRUE STORY

When I arrived in the Philippines so many years ago, one of the first things I did was to fall in love. She had fine black hair and she used to wear a bright orange dress. She had big, big eyes that would always listen to me, and when she smiled, oh how she would smile! She lived in one of those tropical huts on the shore, the ones you see in postcards, and when she would see me coming, she would run to me as fast as her legs could carry her. My Maria was only two years old.

One day, I was caught in one of those sudden tropical downpours and I ended up with a bad cold. Being one of only two foreigners on the whole island, I was rushed into the provincial hospital with nurses to watch over me by day, and "witchmen" for while the nurses were off duty, and all the care and thoughtfulness that only the Filipinos can lavish on you. After a week in the hospital, my cold went away off I had stayed home, it would have taken seven days, and I went down to find my lovely Maria.

But my Maria had died.

She too had been caught in the same downpour. She too caught a cold. But when she was lying on her mat in the corner, the wind blew through the bamboo walls and the bamboo floor of the postcard tropical hut, and she caught bronchitis or pneumonia or something terrible, and there was no money for medicines or the doctor and she wasn't strong enough to fight it. So while I waited in my hospital bed, my Maria was buried in her tropical island.

That was fifteen years ago.

Today, I met another two-year-old who stole my heart, Marianna. I met her in the main entrance ward of the provincial hospital where she and her mother had been brought. You see, Foster Parents Plan weighs all the little children in our partner families to make sure they're growing properly, and Marianna was not. She was slowly starving because her father couldn't earn enough as a market porter to support his wife and children. Marianna developed a fever, and Gene the community worker had her admitted into the hospital at once (luck that Gene found her in time, before she died?) Not really. Foster Parents Plan keeps a tab on over 25,000 little children every month of every year!

I went to see her and to see how PLAN was helping. The doctor was fine, but just the beginning. Marianna's mother had been to the Mother's Nutrition Class we ran last month. We couldn't find work for Marianna's father, but we are teaching him how to raise goats so that Marianna and her brothers and sisters can get a glass each of fresh, clean, body-building, life-saving milk every day, and so that her father can earn a little more money with his new skill. And there's the solar Foster Parents Plan's helping them put in next month, and the fresh water project in their village by the end of the year, and a few other things as well.

So, when I came home tonight, I couldn't help thinking about Maria and Marianna. The difference between their secret all that big. It's just that PLAN has been able to catch one more little girl before she slipped through our fingers and was waited forever. And, of course, we couldn't be over her if people like you weren't over there.

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WORLD

NICARAGUA

Disarming the rebels

A new plan calls for the contras to disband

They fought an eight-year civil war and pledged to overthrow Nicaragua's left-ist Sandinista regime. But now, an estimated 15,000 right-wing contra rebels and their 50,000 dependents languish in camps in southern Honduras, living off U.S. humanitarian aid. Disarmed and lacking adequate arms and ammunition, the contras—once championed by President Ronald Reagan—have not received military aid from Washington since February, 1986. Observers in the war-torn region say that the question of the contras is no longer whether they should be viewed as an effective military force, but rather how and when they can be disbanded.

I couldn't help thinking about Maria and Marianna. The difference between their secret all that big. It's just that PLAN has been able to catch one more little girl before she slipped through our fingers and was waited forever. And, of course, we couldn't be over her if people like you weren't over there.

But contras leaders expressed disappointment. Although the Tela plan called for the voluntary repatriation of armed rebels, last week high-ranking contras based in Miami subsequently rejected the plan and said that rebels would begin returning back into Nicaragua to continue the fight. Said American Secretary of State George Shultz, one of the directors of the Nicaraguan Resistance umbrella group: "We have no choice but to return to Nicaragua armed and to rebuild the land and the goodwill of the people." Still,

one term that could dominate the rebels within four months—if Washington, the Sandinistas and the contras can work together. Said Nicaraguan President Daniel Ortega: "The contra's death sentence has been signed."



Reina: cleaning victory

the president at the Tela meeting—the 10th conference held under a regional peace plan drafted by Costa Rican President Oscar Arias in August 1987—boded the second in a victory for the rebels. Said Arias: "The Central American presidents have taken the destiny of Central America into our hands."

One of the key figures at the Tela conference was President José Antonio Reina of Nicaragua, a country closely allied with the United States and which has increased military aid to the contras set up camp there eight years ago. Most observers said that they had expected Arias to favor the U.S. position that the contras remain in camps along Honduras's southern border with Nicaragua at least until next February. But Arias had to contend with rising internal political opposition to the presence of in situ foreign army on Honduras territory.

The factor that tilted the balance in favor of last week's agreement to call for the disarming of the rebels appears to be an accord signed between the Sandinistas and 20 opposition political parties in Nicaragua on Aug. 4. The day before the Tela conference began. Under that accord, the Sandinistas pledged to hold free elections on Feb. 26—without seven censorship or restraints on candi-

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CAPTAIN MORGAN RUM

preparing. And, for the first time, all the opposition parties joined the freemasons in calling for a swift dismantling of contra bases. Nicaragua also offered to accept returning rebels and to give them land and economic assistance. And the Sandinistas—who had filed a complaint against Rindani before the International Court of Justice in the dispute for allowing contras to use its territory—promised to drop that case as soon as the rebels disband. Those concessions apparently satisfied Azaola and the other leaders.

Under the Toluca accord, Azaola, Arana, Ortega and the presidents of El Salvador and Guatemala called on the secretaries general of the United Nations and the Organization of American States to form a commission within 30 days. That commission would organize the collection of the contras' arms, and plan and monitor their resettlement. Azaola also agreed to ask the UN Security Council to dispatch peacekeepers to prevent the contras from returning to floodplain territory. The presidents declared that, during the 90 days after the commission is formed, the contras should voluntarily lay down their arms and return to Nicaragua or go to third countries—if any are willing to take them.

Nicaragua officials said last week that the



Contras at Honduras base under pressure

demobilization of the contras depends largely on the goodwill of Washington. Just before the signing ceremony in Toluca on Aug. 7, deputy Foreign Minister Victor Hugo Tinoco declared, "The lifting of U.S. aid to the contras

will be the decisive factor in getting them to agree to the plan." Under the terms of a bipartisan accord with Bush signed last April, Congress approved \$58 million in humanitarian aid for the contras through February, 1990. By Nov. 30, however, Congress can order that the remainder of the funds be used to resettle the rebels. Administration officials insisted that the burden of the contra problem rests with Nicaragua. And they expressed reservations about the Sandinistas' commitment to democratic reform. "Our doubts," said White House spokesman Martin Pitsenator, "are that Nicaragua will indeed have in place a democracy into which the contras will want to reintegrate themselves."

Other problems remain. Even if most rebels agree to disband, no third country has yet stepped forward to accept contras that do not wish to return to Nicaragua. And the four-month deadline set down at the Toluca meeting may be too unrealistic. "It will need more than that," said one Western diplomat in Toluca, who requested anonymity. "But how much time is out the problem. The problem is getting Bush to tell the contras that it is time to give up and go home." Although the Central American presidents last week clearly hoped to bring the Nicaraguan conflict to a quick end, they plan—however well-intentioned—cannot promise a secure and lasting peace.

MARY NEMETH with JOSEPH GANNON in Toluca

Winner's circle



LOOK FOR THE **NUTRASWEET** SWIRL OF GOOD TASTE

Manufactured by The NutraSweet Company, Inc. © 1989 NutraSweet Company

THE MARKETS' NEW OPTIMISM

FEARS OF A MAJOR RECESSION ARE FADING AND STOCKS ARE SURGING TO RECORD PRE-CRASH HIGHS

For devastated investors, Oct. 19, 1987 signalled more than just the dramatic end to a summer bull market. As they sorted through the rubble of the worst stock market crash since the Great Depression, many predicted some agony to come: a further share-price collapse or even a deep depression. But less than two years later, both concerns have proven decidedly wrong. Some Wall Street analysts are now saying that the economy will continue to expand well into the next decade, while others are fervent enough to suggest that North America has already pulled out of a mild recession. Late last week, stock markets seemed to justify that conclusion. The New York Stock Exchange's bellwether Dow Jones industrial average once briefly surpassed its record closing of 2,722.42 points, set on Aug. 26, 1985, to hit 2,730.95 on Thursday and 2,740.63 on Friday before closing the week at 2,683.99 points.

Even more remarkable is the fact that the stock markets' surge occurred largely without the support of small investors, most of whom have remained on the sidelines since the crash—now widely known as Black Monday. Instead, the markets' rapid recovery

has been fuelled by such large institutions as pension funds, which began returning to the world's trading floors within a few months of the crash. And now, many market analysts say, that individual investors, as well, will quickly start moving more money into the markets. According to these analysts, individual renewed confidence, combined with continued economic growth, could push the Dow to 3,200 by mid-1989. Philip Gilbert, a financial adviser with Millard Denney Ltd. in Toronto, said that the market is moving higher because consumers are spending as if they believe that the much anticipated mild recession, or so-called soft landing, is going to be even softer than predicted. And some are even saying that it may already have occurred. Declared Gil-

RETURN OF THE BULL MARKET

The Dow Jones Industrial Average



bert: "People are happy and spending money."

Short signals of a possible recession still exist in the financial district of Toronto's Bay Street, where a few investors are predicting that a downturn will occur early in 1990. They said that the Bank of Canada's high-interest-rate policy and—to a lesser extent—the federal government's new consumption tax may be dampening the Canadian economy in the long term. Oct. indicator in that first-quarter spending on tourism in Canada is down by 5.2 per cent from last year, a common indicator that consumers expect a downturn. As well, high interest rates in Canada could eventually dampen the performance of the Toronto Stock Exchange (TSX), which has been following its New York City counterpart back to its pre-crash record. Last week, the TSX 300—an index of leading Canadian stocks—closed at 2,686.25 points. That approached its all-time record of 4,118.94 set in August, 1987.

As consumers in Western industrial countries continue to spend—although at lower rates—leading Wall Street analysts predict that the European and North American economies will continue to expand gently and that stock markets will continue to climb. That optimism has led some investment firms to alter their recommended strategies. John Connolly, for one, chief investment strategist with J. Well Street's respected Dow Water Reynolds & Co., said that last week his company decided to return its

"model portfolio" from a previous recommendation of 48 per cent cash, 48 per cent stocks and four per cent bonds to the new mix. Connolly said, cable for 75 per cent of a client's funds to be invested in stocks and 25 per cent in bonds. His company, Connolly says, is anticipating that the Dow will hit 3,000 by next summer.

Like many other firms, Dow Water Reynolds has decided that continued spending is the key economic indicator to watch. And on a note of optimism, such spending shows no sign of slowing sharply. Instead, Connolly said that the economy is air-dropping a "weight" but getting stronger. He predicted that the slowdown will not blossom into a full-fledged recession. An recession is generally defined as two consecutive quarters of negative economic growth, said Connolly. "It's hard to see a recession collapse, so we've ruled out the possibility of a sharp economic decline."

Shower but continued economic expansion has also led some analysts to conclude that the United States has already pulled through its extremely mild recession. As a result, the almost-invisible downturn has dampened consumer spending in some areas—including home purchases—but other sectors of the economy have expanded. Said Connolly: "We think there is a turning out on the recession thesis. Our point is that we've been in a mild downturn for a long time. The average rate for consumers has gone up to 5.4 per cent and it's getting harder and harder to see how you can have a bad recession."

Experts who study business cycles—the government of the economy through expansion and growth periods—say that improving applications. Arthur Stupp, an economist with Columbia University's Centre for International Business Cycle Research in New York City, said that despite some signs of weakness in the economy, the leading indicators, including consumer spending and company allocations for new plants and equipment, are strong. He added: "There is no really any significant weakness in any of the indicators. The signs are not all up to negative ground."

In addition to consumer spending, the Dow, say analysts, is benefiting from declining U.S. interest rates and inflation, which has been coming for the past four months. Said Wall Street's money market specialist at Merrill Lynch in New York City: "As long as interest rates stay down, stocks will do all right." And Stupp added that there is good reason to believe that economic

growth will continue. He said that government action to hold inflation in check by raising interest rates has worked. He also noted that since the end of the Second World War, most nations have continuously become shorter than expected, and that before the war, they were about equal in length.

Canadian economists are currently more conservative in their outlook than their American counterparts, and most are still predicting that a recession will occur sometime in 1990. John Grant, chief economist with Wood Gundy Inc. in Toronto, says that if Bank of Canada Gov. John Crow is forced to keep interest rates high to battle inflation, the Canadian dollar will also remain high. As a result, he said, the TSX 300 may come to perform as well as the Dow. He also noted that the high Canadian dollar hurts the profits of Canadian exporters because the goods of their products in foreign markets change in tandem with the dollar.

Grant said that higher Canadian interest rates also used a negative impact to foreign investors shopping for shares in Canadian companies because they associate higher rates with a weak economy. He added that the longer Canadian rates stay higher than U.S. rates, the more depressed the Canadian economy will become. And a depressed economy will ultimately cut into company profits. Said Grant: "Investors would avoid that high interest rates and a high Canadian dollar, so most confidence in the nation's economy and last share values."

Many economists said that the federal government's new consumption tax—described in detail for the first time last week—will also hurt Canada's short-term economic growth. They added, however, that there will be no lasting negative effect on the economy. Finance Minister Michael Wilson projects that inflation will increase by about 2½ per cent at the time that the tax is introduced in 1991. Grant said that the cost increase may be closer to three per cent because price and wage bargaining will be fierce. To counteract the tax's inflationary effect, Crow has indicated that he is prepared to accommodate the 2½ per cent at his interest-rate policy.

Meanwhile, Canada's small investors appear poised to return to the stock markets. Said John Bert, president of the Canadian Share-owners Association: "We might be just beginning to see the re-emergence of the individual investor into the stock market." And if small investors do return, word stock markets could soar to even greater heights.

DOM FENNELLS with JULIE CAZZANO in Times and JIMMY LINDOPPER in New York City



Grant fighting inflation

Business Notes

SERVICE STATIONS FOR SALE

Imperial Oil Ltd.—Canada's largest oil company—announced that it will sell 543 service stations and other assets in order to raise cash, a challenge by the Federal Bureau of Competition Policy to its \$4.9-billion acquisition of Texas Canada Inc. (TSC) would be required to take over. (Times Canada)—the country's fourth-largest oil company—in January.

A SIBIRIAN FOR INVESTORS

British Columbia Finance Minister Mike Campbell said that his government has no plans to compete with its private sector who lost money in the failure of two subsidiaries of Alberta's Petro-Canada Group Ltd. Campbell said that the Alberta government—which last month agreed to pay out \$50 million to help Petro-Canada's two subsidiaries—should cover all of their losses.

GAS BONIFAZ

A majority of 758 Alberta gas producers voted in favor of a measure proposed to sell gas to consumers in the northwestern United States that will generate more than \$6 billion in revenue over 15 years. The sale will also require the construction of a 500-km pipeline from the Quebec-U.S. border to Long Island, N.Y.

THE STRANDED IPO

The badging year between Quebec-based Borealis Inc. and Toronto-based Investment Inc. for ownership of Borealis Inc. ended last week. The Quebec group pledged to pay investors for up shares tendered to them even if they fail to purchase enough shares to gain full control of the company.

FLIGHT CAPITAL

The stock of Tel Corp. soared by \$50 a share to \$235 on Aug. 10 after Los Angeles investor Marvin Davis offered \$240 a share, or \$6.1 million, for the Chicago-based parent company of United Airlines Inc.

SPAR CUTS JOBS, DIVIDENDS

Toronto-based Spar Aerospace Ltd. announced that it would lay off an unexpected number of employees and have its dividend to three cents a share in effect to reverse a loss of \$5.8 million for the first six months of the year.

THRIFT BALLOON

President George Bush signed a \$189-billion bill to cut out the nation's struggling savings and loan associations, which are the last of the last remnants of mortgage loans in the United States.

Blue-sky planning

Alberta's Ghermeziens prepare to expand

For Edmonton's impressive Ghermeziens brothers, it has been a drama delayed. Since they completed their massive West Edmonton Mall in 1981—which Under Ghermeziens' description is the "toughest wonder of the world"—the Star Line-brothers have doggedly tried to duplicate their spectacular blend of shops and amusement parks outside of Alberta. But efforts to expand their \$3 billion empire have often been frustrated, and they have been hampered by their inability to convert the huge short-term, high-interest debt that they accrued to build the Edmonton mall into long-term debt with lower interest rates. In the fall of 1986, the brothers' Triple Five Corp. Ltd. withdrew a \$400-million public bond issue after it failed to sell. The success debt load also made it more difficult for the Ghermeziens to build other mega-projects. But, earlier this month, Citicredit Canada announced that it has finally sold a \$350-million issue of mortgage-backed and structured assets \$100 million in long-term debt for Triple Five—the largest such private placement in Canadian history.

The package covers all the remaining debt on the mall to a two-year term. The Ghermeziens will have to pay 11.3 per cent interest on the first \$300 million of bonds, 11.6 per cent on the rest \$50 million and a floating rate on the remainder. Bill Zelickson, vice-president of investment banking for Citicredit Canada, said that the package will provide significant savings for Triple Five, which has been paying about three percentage points more than the 11.3 per cent to extend an short-term bank loan since its previous bond issue failed. The refinancing will also make it easier for the Ghermeziens to expand into Central Canada and abroad.

But the elusive and secretive brothers were not anxious to celebrate their victory publicly last week. Even the usually outspoken Nader Ghermeziens did not respond to requests by *Maclean's* for comment. And a spokesman for Triple Five would only answer some written questions on the condition that she not be



Alexander (left) and Nader Ghermeziens frustrated by debt

Back in Montreal has agreed to lead the brothers \$20 million.

The Alberta Treasury Branches, a privately owned financial institution, has also agreed to convert a \$100-million loan to the Ghermeziens into a third mortgage. This action drew sharp criticism from opposition Alberta MLAs last month. Said Albertan MP Lester Korman: "We're giving them a valuable loan to a third mortgage, which is much riskier. If something did happen in West Edmonton Mall, we'd be the last to get our money back." But Citicredit's Zelickson said that the treasury branch has secured its loan with other Triple Five real-estate assets.

For the Ghermeziens, the activity took place following two setbacks in Europe. In June, the

brothers' proposal to build a \$1.8-billion, one-million-square-foot shopping and entertainment centre in Oberhausen, West Germany, was rejected by the state government of North Rhine-Westphalia, which called for new bids on the project. At the same time, the city council of London, England, rejected the Ghermeziens' \$5.4-billion plan to build a shopping, office and leisure centre on a 100-acre downtown site.

Still, the Ghermeziens celebrated at least a partial victory in Birmingham, Wales. In June, Nader Ghermeziens attended the 40th anniversary for a \$750-million Mall of America, which the family is building in partnership with Indiana-based shopping-mall developer Marvin Saxon & Associates Inc.—and which Nader produced the "toughest wonder of the world" that grew at 4.4 million square feet, the Birmingham mall is only half the size that the Ghermeziens originally proposed. And when it is complete in 1990, the brothers will own only 35 per cent of the mall.

But the Ghermeziens clearly retain their appetite for expansion. In June, Triple Five announced plans for a \$1.7-billion "future resort community" in Edmonton, which will include 7,500 housing units. And, after a three-year absence, they are tentatively stepping back into the Toronto area. In 1986, they scrapped plans for a 16-million-square-foot mall in suburban Mississauga, Ont., after several Toronto developers—including Homeowner Canada Inc., Cambridge Shopping Centres Ltd. and Cadillac Fairview Corp. Ltd.—failed to agree to support the Ghermeziens' demands for \$300 million in concessions from the Ontario government.

But, under this year, two of the brothers—Rajkesh and Nader—left the family's last Toronto-based real-estate firm in the city. In 1986, Corcoran wonched the multi-million-dollar move away from its huge competitor when the Supreme Court of Ontario ruled that LAC had ignored an oral agreement between the two companies, which amounted to little more than a handshake in the bank, to jointly develop the site. Last year, LAC tried failed to persuade the courts to overturn the Ontario decision. Thus, last week, LAC ran out of legal options after the Supreme Court of Canada also upheld the Ontario ruling. Said a closely

JOHN DALY with KERRY DOWDY in Ontario



The disputed Page-Williams mine: Corcoran wins another battle with LAC

The Pez is golden

The court settles a tough battle for a mine

For Murray (The Pez) Pez, the colorful king of penny-stock promotion on the Vancouver Stock Exchange, last week's decision was a moment to savor. In 1981, Pez had ignored his lawyer's advice and launched a lawsuit against LAC Minerals Inc., the giant Toronto-based mining company that had outmaneuvered his tiny international Canada Resources Ltd. for the rights to Corcoran's recent gold mine—the Page-Williams operation at Henao, Ont. But the Vancouver-based 65-year-old Vancouver promoter did not anticipate the eight-year, \$38-million legal battle that followed. In 1986, Corcoran wonched the multi-million-dollar move away from its huge competitor when the Supreme Court of Ontario ruled that LAC had ignored an oral agreement between the two companies, which amounted to little more than a handshake in the bank, to jointly develop the site. Last year, LAC tried failed to persuade the courts to overturn the Ontario decision. Thus, last week, LAC ran out of legal options after the Supreme Court of Canada also upheld the Ontario ruling. Said a closely

watched Pez: "I have been vindicated."

Last week's decision was a shortening blow to LAC, one of Canada's biggest and most aggressive mining operations. On the other hand, Corcoran and his partner, Vancouver-based Truck Corp., retain control of a mine that is expected to produce about 500,000 ounces of gold in 1989 and that is estimated to be worth as much as \$3 billion. Experts say that the Canada's recent gold boom—the Page-Williams operation at Henao, Ont. But the Vancouver-based 65-year-old Vancouver promoter did not anticipate the eight-year, \$38-million legal battle that followed. In 1986, Corcoran wonched the multi-million-dollar move away from its huge competitor when the Supreme Court of Ontario ruled that LAC had ignored an oral agreement between the two companies, which amounted to little more than a handshake in the bank, to jointly develop the site. Last year, LAC tried failed to persuade the courts to overturn the Ontario decision. Thus, last week, LAC ran out of legal options after the Supreme Court of Canada also upheld the Ontario ruling. Said a closely

Pez: Finally vindicated



The sign of the Page-Williams mine began to glow in 1979 when Donald Macdonald and John Larche, two veteran prospectors from Timmins, Ont., staked 680 acres of land in Henao, 1,600 km northwest of Toronto. Short of cash, the pair turned to Pez, who raised \$1.2 million in drilling financing through Corcoran. In 1982, geologists discovered huge amounts of high-quality ore on the site.

Reports of the discovery

quickly spread through the mine-filled mining industry. In May of 1981, Dennis Sheehan, LAC's vice-president for exploration, stated the Corcoran site—and, before long, Corcoran and LAC had initially agreed to jointly drill on Corcoran's property. Among the discussions, Sheehan said, was a promise of looking after the property, which belonged to Lila Williams, the widow of a doctor and junior-case prospector from Maryland. While Corcoran representatives were negotiating with Williams, LAC's Sheehan also approached her—without telling Corcoran. And, in July, 1983, she accepted LAC's offer. When Pez learned about that deal, he immediately launched a legal action asking for a return of the property or \$3 million in damages.

The dispute finally came to a head in a Toronto court room in October, 1985. Throughout the four-month trial, Corcoran lawyers argued that LAC had breached its fiduciary duty by acting independently to make information from Corcoran after the two companies had agreed to a joint venture. The following March, Supreme Court of Ontario Justice Richard Halliday ruled that LAC had a duty to Corcoran and had breached the trust placed in it. He ordered LAC to turn over the mine, which had been completed at a total cost of \$394 million only four months before. In return, the court ruled that Corcoran had to pay LAC \$154 million plus interest.

LAC fought back. But in the fall of 1987, the Ontario Court of Appeal rejected LAC's application to get back the Page-Williams mine. LAC's application for a retrial last fall was also dismissed and it admitted to spending \$8 million on private investigators to gather information on Corcoran's last witnesses.

Last week, the Supreme Court decided unanimously that LAC had breached its trust agreement with Corcoran. The court found that "just for the confidential information received and misused, Corcoran would have acquired the Williams property and that LAC was not authorized to obtain it." In a subsequent news release, Toronto-based LAC said that, while disappointed with the decision, it will accept the orderly transfer of the mine back to Corcoran. And Ernest Hutter, a mining analyst with Don, White & Reynolds (CIBC) Inc., told *Maclean's* that LAC's latest reversal was "without the Page-Williams mine. Staff Hutter: 'LAC continues to hold a number of excellent gold prospects.'"

Because Pez now owns less than one per cent of Corcoran shares and sits on the board only as the company's honorary chairman, last week's decision was largely symbolic. And after he had cracked open a bottle of champagne, he told *Maclean's* that he plans to celebrate the event as appropriately symbolic fashion—by flying to Henao and personally gazing over the LAC Minerals sign on the side of the Page-Williams mine. And with that, one of the most controversial mine deals in Canadian mining history will end.

JOHN DEWITT with KERRY DOWDY in Ontario

Resolving a riddle

'Christina's' true identity is discovered

She had been a mystery from the moment that a male passerby found her slumped in the stone doorway of the stately old Anglican Cathedral in St. John's, Nfld. She baffled doctors, who could not identify the study that seemed to have robbed her of the power to talk, walk or even move more than a little. She confounded the police, who searched on a search across nine continents in a fruitless effort to find out where she came from. And she amazed the attention of the world. But now, the puzzle was largely resolved. Her name was Rochelle Schell, not Christina, and she was 39 years old, not 10. She was not from England, as Newfoundland officials had supposed, but Portland, Ore. Her disorder was not physical, but apparently mental.



Schell: an unexplained journey from Oregon to Newfoundland

Schell may have threatened to commit suicide before she left for Newfoundland. As well, Maclean's has learned that notes apparently written by Schell suggested that her Newfoundland escape was a methodically planned drama. On a written note titled that a friend and Schell had left before Schell predicted "Parents get suspicious" about the girl, July 15—just two days after her father actually reported her disappearance to the police.

The disclosure of Schell's identity at last partly resolved a month-long effort by the

authorities in Newfoundland, who had mobilized a team of police investigators, psychiatrists and other experts in an attempt to penetrate the malleable posed when "Christina" first turned up openly on the morning of July 7. When officials learned her true identity, it became clear that her inexplicable journey to Newfoundland began in Portland, where the disturbed young woman had lived in a shabby apartment building it occupied by several psychiatric patients under her just how Schell managed to travel from Portland to St. John's

remained a mystery. Residents of the apartment building said that she left there on July 2 after giving contradictory and confusing accounts of where she planned to go. A friend in the building said Schell—who claimed to have given birth recently to twins—told her that she wanted to get away and that "she wasn't coming back."

There were also indications that Schell may have threatened to left behind Rochelle Holmes, a 31-year-old with a reading disorder who lives in the same apartment building, told Maclean's that, two weeks before she left, Schell "told me she was going to go back to a hotel on her vacation and commit suicide. She told me not to tell anybody or I would be in trouble with the law." Holmes also said that, earlier this summer, Schell showed her an assortment of sleeping pills and told her that she was going to take them. Holmes said that she called the police, who went to the apartment building and prevented Schell from taking pills. Portland police officers refused to say whether they responded to such a call.

A detailed timetable that appears to be in Schell's handwriting and that Holmes says she discovered last week seemed to indicate that Schell planned an escape to attract the attention of her disordered parents. Holmes said that she had two notes in Schell's handwriting. One was a note "To whom it may concern," dated July 3, in the day Schell left Portland—about the case of her friend, Jane Ausbacher, apparently written earlier, noted that, on July 2, "Shelly [Schell] is leaving the coast" and contained other entries pertinent to events that would unfold during the following weeks.

In St. John's, Schell seemed to react with either Newfoundland officials learned her real name. Newfoundland's social services minister, John Ebbett, who visited Schell after her identity and background were discovered, said that "to me, she's still Christina—a dawning, eerie girl."

The disclosure of Schell's identity focused attention on her parents, who separated when she was a child—and who now appear unable to help their daughter. Connected in Miss, Ariz., where she lives, Lisa Van Slyck, 30, told Maclean's that she and her second husband, Erik, 30, a member of the First Christian Church, had arranged for Rochelle to be treated at a clinic in Scottsdale, Ariz., in 2008, but she disappeared. She subsequently reappeared in Springfield, Mo., and the Missouri, Iowa, where—as in St. John's—she called the local police. Like mother and daughter, since then, she has had no direct contact with her daughter. But Rochelle stayed in touch with her father, Rodney Schell, 45, a registered nurse who lives in Shaw, Ore., 432 km south of Portland.

Van Slyck also said that doctors at the Scottsdale clinic told her that daughter had "a borderline personality disorder." She added: "They said she could function, but she is very fragile—when she wants to be—and she can learn to take care of herself. And that's what I want for her." Van Slyck said that "nothing traumatic" had happened in her daughter's life. "I know this is going to sound bad," she said, "but she was always just a little strange. You know—out of those kinds of kids I loved her, so my mother would have loved her—little strange or not." Added Van Slyck, "It seems to me that the bigger she got, the bigger the problems got, until I realized, 'I can't handle this any more.'"

For his part, Rodney Schell told reporters that his daughter suffered from what he called "a dissociative disorder." He added: "She is a hysterical dissociative state. It's her



St. John's Waterford Hospital: protective attitude

way of dealing with the mental anguish that's going on in her mind. She thinks she is who she is."

Doctors in Newfoundland who examined Schell refused to discuss her illness. Dr. Susan Beattie, a Portland psychiatrist who had been transferred here, the information that had confirmed that the woman known as Newfoundland as Christina was, in fact, her former

partner. Beyond that, she would say little publicly. She told that she was surprised to hear where Rochelle was, adding, "She John's is really far away from Portland."

For officials in St. John's, the search for Schell's identity was a frustrating one. When she refused to speak doctors initially diagnosed her apparent condition as cerebral palsy, then speculated that she might have a rare degenerative neurological disorder. Later, however, doctors discovered that she could communicate through sign language. By that means, Rochelle told investigators that her name was Christina, that she had come from England aboard a small white yacht along with three men, her mother and her nanny. She told them that her mother was a nurse at Vancouver who had moved to England and opened a small rural school for disabled children in that country. She said that she was 15 and had lost the power to speak when she was 30. And she gave indications of being able to understand German and Slovenian, a Yugoslav language.

A four-month unit from the Royal Newfoundland Constabulary tracked inquiries that eventually spread across North America and Europe, drawing in British Scotland Yard and Paris-based Interpol, the international law enforcement organization. Color posters of the girl were circulated. At first, nothing worked. Said Ebbett: "We just kept running into dead ends."

Her story began to unravel when doctors examined her back and found that she was older than she had claimed. A key element in the case occurred when someone in the United States—police refuse to say who it was—saw her picture in a newspaper clipping sent by a Canadian friend. The report apparently prompted the girl and notified local police, who contacted the Newfoundland police and told them to check with officials in Portland. As a result, constabulary officers discovered that a person answering the mystery woman's description had been reported missing. Her name was Rochelle Ogal Schell, an outpatient under her name from March from Danmarch psychiatric hospital, near Portland. Said police Lt. Francis Twyne: "From that point on, everything began to fall into place."

With her identity confirmed, a picture of Schell's life began to emerge. Since last April, she had lived in a third-floor, one-bedroom apartment in a run-down section of Portland. The apartment building, the Melrose Apartments, is managed by the Housing Authority of Portland. The building has about 160 residents and, according to building manager Don-

THE 'CHRISTINA' TIMETABLE

When Rochelle Holmes began searching for her daughter that she had found Rochelle Schell wrote before leaving, Portland, Ore., she made a startling discovery: Among her own papers—which Schell once believed her to be not one—Holmes found a letter addressed to "Rochelle" (Schell) in which Schell appeared to have mapped a timetable of future events. Donald Schwab, who manages the Portland apartment building that Schell lived in, told Maclean's that both letters were written in Schell's neat, well-formed handwriting.

On the left-hand side of the note, several lines are dated with a date followed by brief notations. The latter refers to "Bel," but none of Schell's friends was able to

identify the women, who may be a psychiatrist. Schell was moving to Portland. The last of dates came from July 3—the day Schell left Portland—by July 19. By that date, Schell had been in St. John's, Nfld., until medical care for 13 days. The last:

July 2 — Shelly [Rochelle] is leaving for now
July 3 — No such in to Bel
July 4 — Bel
July 5 — No such in to Bel
July 6 — No show for therapy, then show police. Police will talk with you probably 7 am to 10 am next weekend on July 15
July 15 — Parents get suspicious
July 16 or 17 — Parents call Helen. Helen tells police. Problem talk with you because I'm not at home.

As well, Holmes found that Schell had made similar notations on a large calendar that hangs in Holmes's apartment. Some of the notations contain sets of initials that Holmes said

not recognize. Among the entries:
July 6 Helen & L. D. — call police P. D.
July 12 Parents call Helen (The words had been written, then lightly scratched out.)
July 15 Parents get suspicious
July 23 Mother's Day 80 (The entry is circled in blue.)

In another letter that she wrote before she left Portland, Schell expressed concern about her dog in a way that suggested she did not plan to return. "I am leaving my dog Jesse in the care of Becky Holmes," and the letter, which was dated July 3, "I trust Becky will see to it that the dogs a good home, possibly with Becky's possessive friend." The letter concluded with the words, "Thank you for allowing me to make my wishes known." It was signed, "Sincerely, Rochelle Shelly Ogal Schell."

BAL QUINN in Portland

Holmes: indications that Schell's escape may have been carefully planned



ANNOUNCING Maclean's FOURTH NATIONAL PHOTO CONTEST

This year, Maclean's asks amateur photographers to share their vision of "How Canadians view themselves and their world—1989." In Maclean's Fourth National Photo Contest to enter, send a "mini-portfolio" of three pictures—prints only please, no slides, in black and white or colour—that portray your view of the contest theme "My Canada."

Grand prize:
Pentax SF11 camera, complete with an SMCP-A 35MM-1:2.8 lens and 25 rolls of Kodak Color film (suggested retail value: \$1,480.00)

Second prize:
Pentax SF11 camera with an SMCP-A 35mm-1:2.8 lens and 25 rolls of Kodak Color film (suggested retail value: \$750.00)

CONTEST RULES

1. Photographs may be in black and white or color.
2. All photographs must be original and unpublished.
3. All photographs must be submitted by the deadline of September 1, 1989.
4. All photographs must be submitted by the deadline of September 1, 1989.
5. All photographs must be submitted by the deadline of September 1, 1989.
6. All photographs must be submitted by the deadline of September 1, 1989.
7. All photographs must be submitted by the deadline of September 1, 1989.
8. All photographs must be submitted by the deadline of September 1, 1989.
9. All photographs must be submitted by the deadline of September 1, 1989.
10. All photographs must be submitted by the deadline of September 1, 1989.

Send entries to: Maclean's Photo Contest, 70 Fleet Street, Toronto, Ontario M5G 1B4

In co-operation with
PENTAX

BEHAVIOR

all Schweb, 58, about half of them have mental or physical disabilities.

At the MetLife, Schweb made friends with Holmes, who called her "Shelley." Holmes said Schweb had a key to her apartment and that they often went for walks together, along with Schweb's dog, Jesse, an eight-year-old Labrador retriever that Holmes "We would go for long, long walks. There were short distances with Shelley." Making residents and that Schweb was a meticulous housekeeper. David Robert Hughes, 48, who said he works part time as a forensic investigator at a nightclub and is president of the MetLife senior council. "She had cigarette taste and very nice furniture. She had an answering machine for her phone—something I just can't afford."

Residents of the building revealed that, earlier this summer, Schweb made careful arrangements for a journey. But it was not clear when she was going. Schweb—who told Maclean's he thought Schweb suffered from occasional phobic reactions—said that, on June 28, she gave him \$50 for her journey. David Robert Hughes "She told me that she was going on vacation 'with my mom and dad' for a couple of weeks." Holmes had a different version of her brother's departure. She said Schweb had planned the trip for a month. "She said she wanted to get away. She had told me that she wasn't coming back. She didn't want anyone else to know about it."

Holmes also recalled that, early on the morning of her July 3 departure from Portliff, Schweb called on her at her apartment and mentioned all her identification cards. Added Holmes: "Shelley got up all of her identification cards and said she was going to go by a different name." She added that she left droppers to cover her electricity and telephone bills. Schweb was the last of her family to arrive at the MetLife and reported his daughter's disappearance to the Portliff police on July 13.

Holmes described conversations with Schweb and accidents that appeared to shed light on the girl's troubled personality. She said that Schweb called her "Shelley" and "Shelley" in January of that year. But Holmes said that Rodney Schweb later told her that Schweb made the story up. Holmes also said that, after a Mother's Day card Schweb mailed her mother in Maine was returned unopened, Schweb told her that "she had been going on for years with her mother, her brother and her father." Declared Van Blyck: "That's not true."

Schweb is clearly a troubled young woman. Her dramatic arrival in Newfoundland was a repeat of earlier actions. In October, 1987, she disappeared alone in Springfield where they found her in an airport restroom. As in St. John's, she was apparently unable to walk or eat and, according to local press accounts of the incident, "she a growth-out-of-control." Three months later, in January, 1988,

she showed up again in isolated corner of an airport in Des Moines. Once again, she seemed not to be able to speak or to move normally. In both Springfield and Des Moines, local police found a handwritten note in her belongings identifying the girl as "Marilyn." The same note—at first assumed to have been written by her mother, but later established to have been composed by Schweb—asked God to cure for the child because "I am unable to provide a safe, secure environment any longer."

Last week, the woman who had resided in Newfoundland remained a patient at the Waterford Hospital, a red-brick mental institution



St. John's: investigators hope hitting dead end

in the western suburbs of St. John's. She was expected to remain there for a week or more while the authorities assessed her situation. Despite the trouble she has caused previously and local officials, she did not seem to have lost any of the sympathy she received when she was known as Christina. Public opinion, in fact, seemed to be protective. Dr. Thomas Connolly, the medical director of the Waterford Hospital, refused to answer any inquiries about the girl's condition. And the provincial department of justice appointed a legal counsel, St. John's lawyer Miles Philpott, to look after Schweb's interests. "This case has been receiving a public airing for the last 30 days," said Philpott. "I think it's about time we left the poor girl alone for a while." Judging from the sympathetic response from provincial officials, at least some Newfoundlanders seemed to agree with that perception.

BARRY CARR is in St. John's and RALPH QUINN is in Portliff



Protesters in Tilbury: casting Canada in the unaccustomed role of villain

ENVIRONMENT

Unwanted garbage

British port blocks ship with Canadian PCBs

Just after dawn on Aug. 8, the Soviet freighter Khabarovsk Sayun moved into the British port of Tilbury at the mouth of the Thames river. As it approached the docks, three frigates manned by activists from the Greenpeace environmental organization sped out and placed a ship with a bright yellow banner bearing a skull-and-crossbones—the international symbol for poison. As part of a campaign against the international trade in hazardous chemicals, Greenpeace was protesting against the ship's cargo: nearly two tons of polychlorinated biphenyls (PCBs) being shipped from Montreal for disposal in Britain. The environmentalists' efforts were successful. Port authorities ordered to allow the ship to unload the wastes, and later the same day port officials in Liverpool announced that they would let another shipment of PCBs from Canada. Their actions fueled a growing concern in Britain over the handling of toxic chemicals—and cast Canada in the unaccustomed role of an environmental villain.

Schweb's arrival in Newfoundland was a repeat of earlier actions. In October, 1987, she disappeared alone in Springfield where they found her in an airport restroom. As in St. John's, she was apparently unable to walk or eat and, according to local press accounts of the incident, "she a growth-out-of-control." Three months later, in January, 1988,

you were from a Bannockburn Textile Inc. plant in Sherbrooke, Que. The area grows arctic foxes on plans to bring 6,500 tons of PCB-contaminated material to Britain from Montreal if the deposit it is a sophisticated waste-management plant in southern Wales. Those wastes were left over from the last August at a PCB warehouse in the town of St-Rémi-de-Gravel, Que., not outside of Montreal which forced the evacuation of 3,500 residents. Greenpeace officials said that they decided to send the PCBs to Britain for speedy disposal. The first shipment of 180 tons sailed from Montreal aboard another Soviet ship, the Nadezhda Obukhova, on Aug. 1. Quebec's decision aroused strong opposition and fueled criticism of the British government's policy of allowing British companies to profit by exporting toxic wastes for disposal.

Opponents were angrier about the treatment plant in the Welsh town of Pontypool where the toxic from St-Rémi-de-Gravel were to be destroyed. The 15-year-old plant, operated by Rodens International Ltd., is one of three in Britain capable of burning PCBs in the internationally accepted very rigorous manner at about 1,500°C. Critics at Rodens

contended that the plant poses an health risks, but community activists said that levels of cancer-causing dioxin are byproduct of burning PCBs in surrounding soil are higher than normal.

Concern over the Quebec shipment arose both because it is unusually large and because it comes from Canada. David Powell, a teacher who has campaigned against the plant for five years, said that local people were alarmed that Canada could not dispose of its own PCBs. "People are outraged," he told Maclean's. "They wonder how this can be coming from a country with so much space, so much concern for the environment and its own disposal facilities." In fact, Canada has only one PCB disposal plant, at Owen Sound, Ont. Officials there do not accept imports of waste from other provinces—and although they were willing to make an exception for the St-Rémi-de-Gravel PCBs, negotiations broke down in April.

Last week's confrontation underlined the politically sensitive issues involved in toxic waste disposal. The manufacture of PCBs was banned in most countries a decade ago. But millions of tons of PCBs have yet to be safely destroyed. Most countries, including Canada, have banned the importation of PCBs. But Britain has become a world leader in dealing with poisonous industrial wastes, importing some 800,000 tons last year alone. Her PCBs and the Quebec shipments, nonetheless, who are specialists in handling PCBs, were hard to package, transport and arrange for incineration. Industry leaders argue that environmentalists are stretching the issue. But Rodens spokesman Allan Weale "The Nadezhda Obukhova was ordered to arrive in Liverpool on Aug. 16, with the first wastes from St-Rémi-de-Gravel, and Greenpeace members said that they planned to meet it. If the shipment is not accepted, MacRae, Quebec's environment minister, said that the waste would be sent to the government's plant that day. For their part, British officials said that the company's lawyers were examining the situation and might challenge the right of Liverpool port managers to be a shipment brought legally to Britain. Whatever the result, Canada's image as a model of environmental concern might suffer still further.

ANNEKE PHILLIPS is in London



PHOTOGRAPH BY JEFFREY L. HARRIS

FILMS

Prairie samurai

A Japanese epic comes to life in Alberta

Brown black flags emblazoned with the symbol of the Shinto god of war, 200 warriors on horseback filed through a cloud of smoke toward a grassy hill overlooking the Stoney Indian Reserve, 60 km west of Calgary. Across the cold, fast-flowing waters of the Bow River against a blue-grey Rocky Mountain backdrop more than 2,000 soldiers warrened uniform staid in military formation on the flatlands. Overseeing the striding scene through his viewfinder, director Hiroaki Kadowawa shouted "Hey!"—the Japanese word for "Ready!"—then roared in English "Action!" Japanese actor Ken Watanabe, playing the leader of the warriors in black, pointed down at his red-crested eria in awe, and, a cry of "Charge!" on his lips, moved forward. It was, according to the first American-Canadian scenes of Kadowawa's \$47-million samurai epic, *Honno and Earth*.

Never before has the production of such a large-scale film been shot in Canada. The production calls for 200 horses, 2,000 extras and 4,000 costumes. Calgaryers had to erect a first and a second wall at the Stoney Reserve. And at first glance, the Prairie province map seems an unusual stand-in for the Japan of the samurai warriors. But, in the course of 18 months of discussions, the Alberta economic development and trade department convinced the Japanese film-makers that their province made sense. Through an interpreter, Kadowawa said that he was attracted to the setting because of its vastness and its resemblance to the Japanese battlefield of Kowakugawa, where the events depicted in the film took place in the 16th century. As well, the director added, "New places can provide as many horses as Alberta." For the Japanese story and the local actors and production crew, the six-week shoot, which will end in mid-September, is proving to be a cultural exchange program on an epic scale.

But the filming did not begin until Kadowawa himself, an emigrant Japanese priest—few in his position and leaders of the Amu, aboriginal inhabitants of Japan's northern island of Hokkaido, for an Aug. 3 ceremony on the late-fall of 200 Calgary municipal officials and other armed guests, the white-clothed, black-haired Shinto priests made offerings of vegetables and Japanese rice wine to the gods at a cedar altar. Then Chief Howe, emerging from a

tepee pointed with a large eagle, passed a peace pipe of sweet grass among the priests and regional leaders. Explained Kadowawa: "We called upon the gods of the Stoney Indians to descend from the heavens, and on the gods of the Shinto for their help in the safety of making the film."

Honno and Earth got the illustrious warrior Kenzo Ueno (Watanabe) against the pig-meat leader Shogun Tetsuo (Masakazu Tsunoda) who engaged in combat to unite and rule Japan. Watanabe, 58, a well-known film and TV actor in Japan who played the leader of the internationally successful contemporary comedy *Tenjinpo*, said: "The general I portray is a sharp, smart, likeable I have hoped to the gods and hope to resemble his character. Meanwhile, my horse in training is now to ride." The clashes between the warriors and their armies, all to be filmed in Alberta, take up about a quarter of the planned two-hour epic.



Watanabe: 'inner-like'

the rest of the movie is being shot in Japan. Kadowawa has hired a team of 50 Alberta cowboys—led by veteran movie starman Tommie News of Langview, Alta., 60 km south of Calgary—to ensure that the scenes with actors and extras on horseback run smoothly and safely as possible. But the director quickly notes that the samurai film is "not a Japanese western." Spending in his trailer on the set, he told *Maclean's*: "Samurai and cowboys share the common trait of bravery. But the distinction is clear: the samurai is just a group, not just one individual. Also, those people do not hesitate to sacrifice their lives for their masters."

Tycoon-ism Kadowawa, 47, who produced the 1980 thriller *Yakuza*, which was filmed

partly in North America—is an advocate at his own right. He sailed an antique, on golden catamaran from Japan across the Pacific Ocean to Okinawa in 1980, 10,000-mile odyssey in 1980. And, in 1992, he is preparing to mark the 500th anniversary of Columbus's discovery of America by constructing a \$37-million replica of Columbus's sailing ship the Santa Maria. He plans to circumnavigate it on an eight-month voyage from Canada to North America and Japan. The director is also president of Kodansha Publishing, Japan's second-largest publisher, and the author of eight books of poetry. Kadowawa said that he considers *Honno and Earth* to be a joint enterprise in its own right, writing that he believes contemporary war films are lacking emotion. "Modern war movies are just about light and sex," he said. "There is no poetry in them."

Cast on the 3,600-acre film set, however, are less than poetic. Last week, the filming of a battle scene in blizzard sunlight and 20°C temperatures took its toll. The Canadian production crew glowered with the director to send them home. "I'm better than her down," a squad leader advised Kadowawa over a walkie-talkie. "People are going down—we are carrying them down the walkies." But, with more than 3,600 paid extras in place and hundreds of horses lunging the place, Kadowawa was determined to get his shot of the two opposing armies before bringing the afternoon's fil-

ming to an early close. By the time that the director ended the filming at 2:45 p.m., 41 extras had fainted or succumbed to distress in the heat.

The language barrier poses other problems. "I work in Japanese through an aide who then tells an interpreter who passes on the order to the Canadian staff who finally tell the extras what to do," said Kadowawa. "Sometimes I say 'Al' and it becomes 'C' by the time it gets to the extras." But the film-makers are trying to improve communications each day. The English-speaking participants receive a one-page booklet on basic language tips ("*Yoragata*" means "thank you") and aspects of Japanese culture.

Extras resting between shoots in plastic armor under a blazing sun



For Canadian production supervisor Doug MacLeod, the toughest challenge is keeping his army of young extras intact. "Canadian kids are not used to samurai films," he said. "We are teaching them to move, fall and die like samurai warriors. They are probably being trained to keep as long as they can. Most film-makers have dressed extras for a couple of days. We have them for up to 30 days."

Last week, after Kadowawa viewed rushes of *Honno and Earth* at a Calgary movie theatre, it seemed that the director's offerings to the gods had paid off. "Excellent, excellent," he said. Martin LeBel, a veteran Los Angeles-based producer who rented the *Honno and Earth* shoot and who will be producing a film for Kadowawa in the future, was also impressed by the result. "We have not seen anything like this since *Clint Eastwood*," said LeBel, referring to the 1963 *Holly-wood* spectacle "Seven Days in May." "It's a up there with *Clint Eastwood*." But, so far, only scenes showing the approach of the two armies had been shot. The next few weeks, when the actual combat scenes take place,

JOHN HOWSE in the Stoney Indian Reserve

Scars of combat

Brian DePalma takes on the Vietnam War

CASUALTIES OF WAR

Directed by Brian DePalma

It is 1968, and thousands of American boys are far from home, walking the countryside with submachine-guns. The dense rain forest conceals lethal snakes

and deadly guerrillas. Lascars are in spirit not kind of psychological people, one induced by various potent forms of the drug curare. Casualties of War once again takes movie audiences back to the Vietnam War, and the sense of having been there before is overwhelming. Director Brian DePalma's execution into the Southeast Asian conflict captures up scenes of hell right out of such popular productions as *The Deer Hunter* (1978), *Apocalypse Now* (1979) and *Full Metal Jacket* (1987). But the Vietnam movie that it resembles most is Oliver Stone's 1986 *Dances with Wolves*. Places.

Basically disregarding the entry and the issues underlying the war itself, both films offer a black-and-white perspective on the seeds of young life in battle. DePalma's movie goes even further than *Platoon* in looking at characters to moral extremes. Like the director's last offering, *The Untouchables* (1987), *Casualties of War* is a sometimes laughably simplistic as it studiously avoids the battlefield long between good and evil.

Based on an actual incident documented in a 1969 *New York* article by David Lang, the movie gets fresh look at the war's most shocking brutality. Platoon (Edmondo-son: Michael J. Fox) is an awesomely naive Vietnam helicopter pilot who speaks like a Sunday school teacher. "Because we can be blown away at the next light second, we think it doesn't matter what we do," he says gravely. "But maybe it matters a great deal to the kid—and commander—in Viet Nam." (See Fox's) *Edmondo-son*, second person whose face lights up each time he kills an enemy soldier. As usual, the devil has the better dialogue. "I've thought I walk through the valley of hell," *Edmondo-son* muses. "I shall live no death—because I'm the greatest motherf---er in the valley."

Edmondo-son does, however, have a small pocket of humanity which is reserved for his buddies. When his comrade, Brown, is fatally shot, it is an especially painful village the sergeant as a soldier. He plans to seek solace in a brothel, only to discover that enemy troops have taken over the place for the night. Banged, he

forlorn close-up and disturbing silence. He makes his peace with the dead and the forest—shot in Thailand—states peacefully, "I'm not a man of moral absolutes. I'm a soldier." But his moral absolutes has a chilling effect. The director seems to have cast for characters instead of characters. Fox's pretty-boy face and painful demeanor help to make *Edmondo-son* a comic-book figure. Fox, actor in real life for his hours with *Edmondo-son*, has the perfect visage look for a killing machine. Even *Edmondo-son*'s score with up masterfully whenever the bad guys are being particularly bad. And, in the movie's final scene, the central door in the background of his classroom *Edmondo-son*.

To be fair, DePalma was clearly aiming for something more than a nihilistic message than nihilism. But his approach got mixed results.



Fox (left), *Thay Thu La*, *Platoon* quashing any of the romance still associated with fighting

from the actors. Fox is memorizing whether looking *Edmondo-son* or *Platoon* during a struggle. *Edmondo-son* is a soldier who does not enter the belief in his role as his platitudinous lines from David Rains's script. To express outrage, he points, sticks out his chin—and slowly lets his comrade. The three other prominent male actors stick with their stock characters of the battlefield: the soldier, the fool and the coward, the even more.

In the climactic eye episode, *Edmondo-son* points to his gun and tells *Edmondo-son*, "The army calls this a weapon, but it isn't. This," he continues, pointing to his penis, "is a weapon." The first person to violate the rule while another soldier craves, "Everybody loves somebody some time." The scene is amusing to watch, but it may be DePalma's finest moment as a director of *War*—ending a battle so absolute that it quashes any romance still associated with armed combat.

PATRICIA BLANCH

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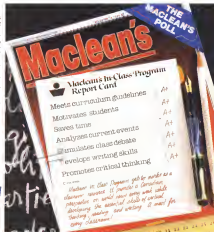
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MUSIC

Horns of plenty

The Canadian Brass blends harmony and humor

They are almost certainly the only internationally renowned classical ensemble to have posed for its album cover in fuzzy sunglasses. And when the Canadian Brass performs belated music, its five members keep waving the sight. Such antics have earned them some backhanded compliments—one critic described them as "the Beatles' Glastonbury of brass ensembles." As the Toronto-based quintet approaches its 20th

month, an estimated 66 million television viewers will hold their gaze the Canadian and American audience with U.S. transplants Doc Severinsen at the start of major league baseball's all-star game in Anaheim, Calif. And on Aug. 28, the musicians will perform chamber soloist "Triple Brass" concert with their New York and Boston colleagues at the prestigious Tanglewood summer music festival in western Massachusetts. According to one music scholar,



Canadian Brass (from left) Osherson, Mills, Diefenbach, Rosen, Wurtz reaching out

everybody next month, the group is striving for most respect. For its most recent recordings and its recent tour, the group has teamed up with the principal brass players of the New York Philharmonic and Boston Symphony orchestras to play works by Ludwig van Beethoven and Viennese Renaissance composers. But in concert, members of the Brass will perform numbers with light-hearted patter. It's a way of reaching out to people who find classical music uninteresting—or those who equate brass instruments with marching bands. Indeed, the group's tuba player, Charles (Chuck) Diefenbach, describes the live experience as "a succession of jokes."

The group has attained a level of commercial success that some pop stars would envy. Last

year, the ensemble's sales were more than \$5 million a year, before expenses, through concerts and sales of more than 20 albums. When the musicians first came together, the repertoire of brass writing for brass ensembles was small. But the group has proven that it can dole out comedy and even enter with everything from Jukebox Schematics Book Super to George Gershwin show tunes.

Diefenbach and trombonist Eugene (Gene) Wurtz, the American-born founders and only remaining original members of the group, are the ones most likely to slip up in the microphone and crack a few jokes. Wurtz, who put himself through college by leading a Dixieland band, came to Toronto to become the

principal euphonium of the Toronto Symphony. There, he met Diefenbach, a graduate of the University of Rochester's renowned Eastman School of Music, who had accepted a music teaching position at the University of Toronto. The other members of the ensemble also have strong ties to the United States. The late Canadian-born member, Fred Mills, originally from Guelph, Ont., was the principal trumpet player of the Toronto Symphony Orchestra early in his career. He and the other transplants, Russell Rosen—who was a member of the Los Angeles Philharmonic by the age of 16—have been with the group since the early 1970s. Toronto-born player David Osherson performed with the Boston Symphony Orchestra for 11 years before becoming the Brass's second euphonium in 1984.

In the early years, most of the Brass's performances were children's concerts in southern Ontario schools. A breakthrough came in 1977 when the quintet became the first Western chamber group to tour mainland China. Two years later, they appeared at New York City's Carnegie Hall. Since then, they have also had considerable recording success. Their 1987 Dixieland album, *Seven Street*, remained for 42 weeks on the crossover chart—the top-selling album in a pop year by classical ensembles—of the U.S. music industry's *Billboard* magazine and sold an impressive 120,000 copies. Last year, defying all conventional wisdom, the group recorded the first complete brass transcription of Bach's demanding *Art of the Fugue*, usually performed on solo organ. The album received top reviews in *Rolling Stone* and *North America*—and sold 40,000 copies.

Who says that 15th-century a year and many long days in the recording studio. But the Brass's schedule is hectic. Their latest release, on CD, is a triple-brass collection of Viennese Renaissance music titled *Gabriel's Messenger* (Arachno Music). As a result of a bidding war, their next recording will bear the Philips label. Expected by December, it will feature triple-brass versions of Bach's ornate and complex works, including the *PNN* Symphony. Members of the Brass point out that the classical community has traditionally frowned upon the adaptation of musical compositions to instruments for which they were not originally composed. "But we have proven that audiences want this," said Diefenbach. "We've received a great response from another angle and it has its own validity." Another point in the world is an album of Kurt Weill music. Beyond that is anyone's guess. "My approach is to try music and be it considered he could write something for us," said Diefenbach. For the group that has won over millions of listeners, success is a desire with seemingly infinite variations.

PAMELA NGUNG with JOHN FRANCE in Toronto



The painful end of a secret affair

BY ALLAN FOTHERINGHAM

It wasn't pleasant thing to do, believe me. Partings are always such damn scenes. There is no wonder at all. There were more than a few tears. After all, you don't sever a 13-year relationship without some suffering. And this wasn't just old friendship. This was close stuff. We've gone through a lot together, passing a lot of cities. There were a lot of motels, I must confess. But there comes a time. Last week, it was goodbye to Old Blue.

Old Blue was metal and rubber and glass and a half a year you could die for. Old Blue has seen most of North America that George Bush, Old Blue was born with an owner's compass, guiding the pilot home on evenings when he shouldn't even have been allowed out. But Old Blue had to go. Life won't be the same for some time. Old Blue has been replaced, but never will be replaced.

The first car ever owned was an ugly little Austin ("previously owned," as the used-car person now put it). It expired, died, collapsed at exactly 31 in one morning on the porous asphalt of the Lark's Gate Bridge in Vancouver. Swearing to do with that fact can apparently need at periodic intervals. The location of death was at least mildly dramatic.

There was an old Sprinter, slightly larger than a motor-scooter and suitable as a door, which lets the night night on the way home from the sports department get into an argument with a fire truck that was running a red light, and I was suddenly sitting there, the fire truck had consumed the entire front half of my street. It was a strange sensation, and I have never argued with a fire truck since.

There were a succession of English secretaries, then being a wretched British period. One, as it could, took pity from Ottawa to New Orleans (surviving having the yellow in Selma, Ala., putting sugar in the gas tank) long a night and week at through the (1) Ranch and New Mexico to San Diego, long another night and made it to Vancouver.

This was the time when British cars were falling apart and being to start on winter mornings and the Japanese were coming and



so the switch to Frenchness, putting Ford's Barlow behind and was to a metal life support Detroit, which could turn on a nickel, and the office loved the gas bill. The only problem was that it was made of the material that hotpads tubes are made of, and, one afternoon, his beloved lost with his arm around his 12-oz. used Detroit gas-guzzler with his and signed out not only the misperpetrated thing—the blue—but the important thing, an already-extended loss of control of the greatest gesture toward players of all time.

A real decision had to be made. The boys from Munich were called in. The next machine had to be a tank, able to withstand any kind of road, but with few thoughts at once. Then, Old Blue.

It was a match made in heaven. The twinning, turning, chloride-and-cayenne 90-mph dash from Vancouver to Wheeler Mountain

was designed specifically in mind for Old Blue. The machine tucked into steep dips and drove with sustained awareness. Old Blue has seen many a pleasure in the forest. Old Blue was versatile, enduring the humiliation when overgrown executives in the parking lot one morning happened to see the owner opening the trunk to remove something and, by impotence, revealing a child's get relief that had braced his last and was on the way to the sunny meadow, looking to the river that Old Blue's owner had a thing for dead animals.

Old Blue was at the top of form, even with a cracked windshield, on a magnificent run last year from Vancouver to Washington, D.C., conquering Washington state, Oregon, Idaho, Utah, Colorado, Kansas, Missouri, Tennessee, Kentucky and West Virginia in one jump. Head office especially liked the expense account. Costless, Utah (337 06), Snohomish, Utah (334 54), Watson, Colo. (330 95), Gleditsy, Kan. (338 16). Associates love those motels.

Where else do you find roads like Grand Junction (336 59) or Marysville (336 06)? Mike, surely, will never speak to me again. It wasn't. Kathy (highlight was Lulu's, a truck stop) stop in Colorado where Old Blue suffered a momentary spasm, the rainforest next to the wilderness rubbing up against the wilderness.

Otherwise, it was a beautiful friendship. Old Blue's primitive air-conditioning system not participate in the aggressive aggression of Washington and younger types complaining of the mosquitoes that was right out of Victoria. What the hell. Even the finest of love must have a love their problems.

The one piece of selfishness that spelled the end of the affair, however, came in February this year, as a snowstorm, when Old Blue tried to do the world's longest border border on a spiral from Washington and collapsed at the Nagano Falls border crossing. Perhaps Old Blue was delivering a psychological message. Whatever, things between us were never quite the same. The end was nigh, and the parting, though painful, could not be avoided.

Old Blue has not been given enthusiasm, not confined to the way home like a weary case home reduced to glue—just shifted off into the void.

Perhaps some discolored young journalist will report Old Blue, filled as it is with love, compassion, misanthropic expectations, loyalty, speed, brains and more a source—the staff of inspiration for an ancient scribe. A young reporter starting out on the trade couldn't possibly feel a more fertile role as a starting ground.

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